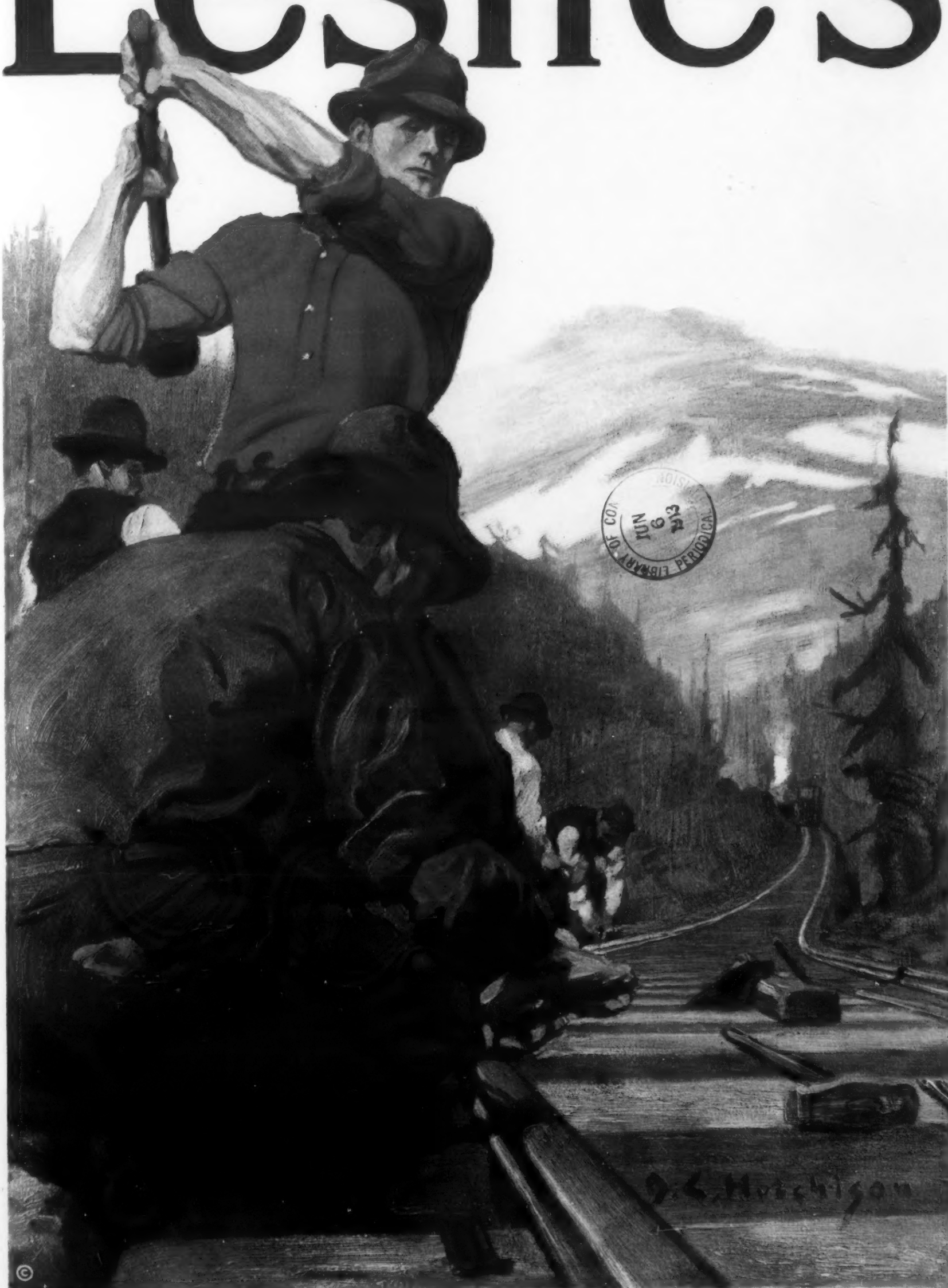


JUNE 5, 1913

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Leslie's



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The Schweitzer Press

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A Camera Trip Around the World

By EDGAR ALLEN FORBES

IV. A Night in a Japanese Hotel



THE PLEASANTEST CONVEYANCE IN THE WORLD

At the railway station you find the jinrikisha and some English-speaking Japanese to tell the "chauffeur" where you want to go. Twenty-five cents is a munificent fare, and what you see on the way to your hotel is worth many times the fare. The "chauffeur" trots all the way.



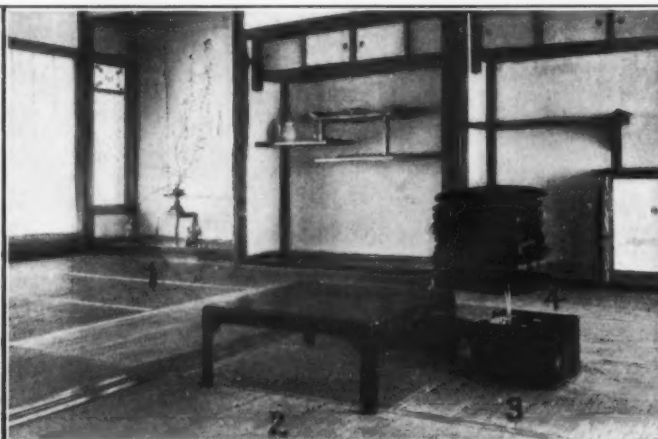
STREET ENTRANCE TO A FIRST-CLASS NATIVE HOTEL

The native hotels are never conspicuous. Your jinrikisha enters the courtyard before you realize where you are. The manager and the housekeeper greet you with grave and elaborate bows, while the chambermaids bow to the floor and try to keep from giggling at the foreigner.



A DE LUXE SUITE OF ROOMS

First, you sit down in the outside doorway to remove your shoes and put on straw sandals; then you register name, city, and occupation, for the information of the police, for Japan insists upon knowing who the foreigner is and keeps track of him until he leaves the country; next, a dainty maid takes your baggage and escorts you to a toy-house like this.



FURNITURE OF A GUEST-ROOM

It is essentially the same in all cities. Two or three sides of the room are of rice paper to admit light; in a niche (1) is always a panel picture or motto, in front of which is a spray of blossoms. The floor is covered with soft matting. On the low table (2) the meals are served, for Japanese hotels have no public dining-room. In winter a bowl of charcoal (3) heats the room. Cushions (4) take the place of chairs, and you sit cross-legged. Everything is exquisitely clean and dainty.



SERVICE UNEXCELLED

The guest has a demure maid as a valet, and also a waitress. He removes his foreign clothes and is provided with a washable kimono to sleep in, over which is a silk dressing gown. His own clothes, including his socks, are folded neatly and hidden away in a cabinet, the contents of his pockets being placed in a basket. There are no locks on the room door.



A BABY READY FOR HIS BATH

The guest's bath-tub is much larger, but of the same velvety wood. The bath-room is in charge of a husky athlete clad in a loin-cloth. The guest first sits on a stool and has buckets of warm water dashed over him. Then he steps into the tub and soaks; next, he sits on the stool and is scrubbed; then he gets back into the tub; finally, he is rubbed down and provided with a wooden tooth-brush and antiseptic tooth-powder.



SERVING A JAPANESE MEAL

The guest sits on the cushion, with the waitress on the other side of the table. Rice and tea are served in unlimited quantities, with an elaborate menu in separate dishes. Chop-sticks take the place of knife and fork, and the guest's awkwardness make the little maids howl with delight. All of the dishes are strange but most of them are palatable.



A TYPICAL JAPANESE BED

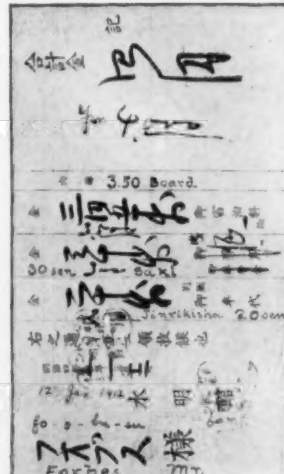
Padded quilts are spread on the matting, sometimes a foot deep. The covering is also padded but there are no sheets. The Japanese woman uses a peculiar head-rest to prevent her hair from being disarranged, but the man's pillow is like an upholstered rolling-pin. Inns which expect foreign guests usually have regular pillows and sheets. The best native hotels have electric lights and electric bells in the rooms.

All the large cities and the tourist centers of Japan have hotels in European style, with just a dainty touch of the Far East to make it romantic. But the chief joy of travel in that delightful land is to be found in the native inns, especially in those rarely visited by foreigners. No other country in the world provides so many surprises of the not unpleasant kind. Japan is one of the few countries east of Suez in which it is advisable to stop at a native inn.



GEISHA PERFORMANCE AT AN ELABORATE DINNER

The guest may order a geisha entertainment with his meals but it costs about \$5 for each performer. The geisha is a dancer or a conversationalist, and her social status corresponds to that of an actress in America. Many are like little dolls and play like kindergarten children. They are the life of a Japanese dinner and are not the loose characters which the western world imagines them to be. Tokio is supposed to have the cleverest of these artists, but most of them are trained in the Geisha School at Kyoto.



THE BILL FOR THE NIGHT
The total, including meals, is Yen 4, or \$2.

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EDITED BY JOHN A. SLEICHER
"In God We Trust."

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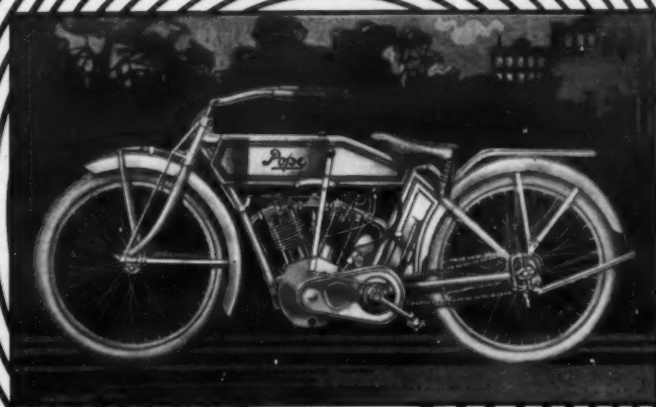
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The Editor is always ready to consider short stories or articles, which should be typewritten on one side of the sheet only, and should not exceed 3,000 words.

Every manuscript should bear the name and address of the author or sender, plainly on the manuscript, and not on a separate slip or in an accompanying letter.

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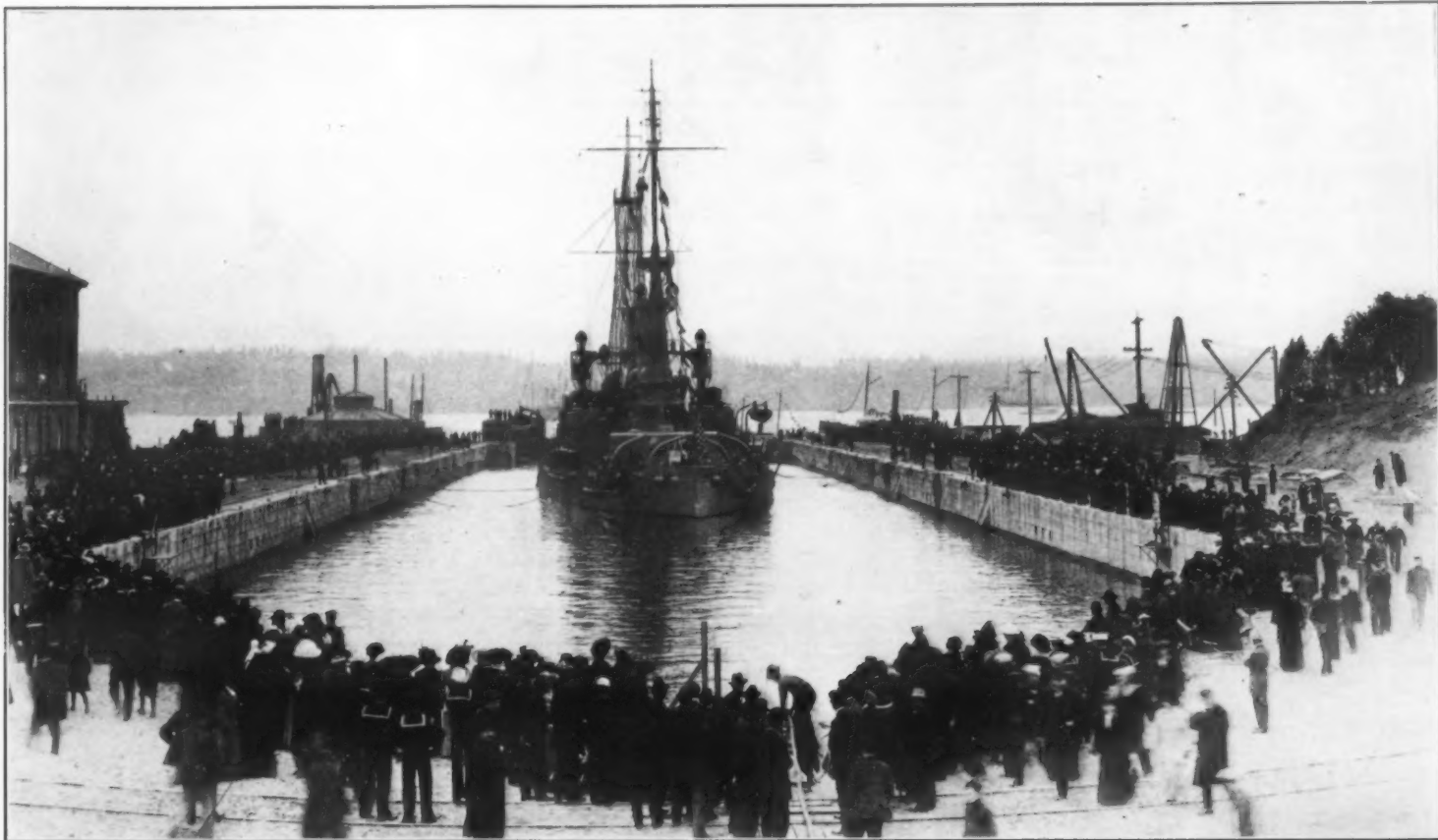
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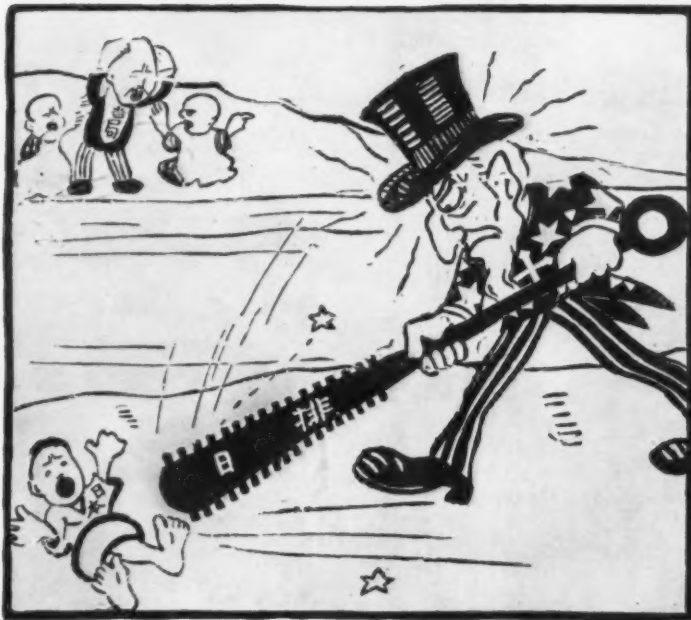
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News of the Time Told in Pictures



HOW OREGON WOULD SAVE THE "OREGON"

The famous battleship which Captain Clark brought round the Horn during the Spanish-American War may not be used as a target for the fleet, after all. The State of Oregon, vindicating the strong patriotism of the great Northwest, is making a determined effort to prevent the battleship's destruction and asks that the Navy be authorized by Congress to turn the vessel over to the naval militia of Oregon. The ship is here shown in the Puget Sound Navy Yard at Bremerton, Wash., which is probably the largest in America. It can accommodate a battleship 800 feet long, with a draft of 40 feet. It takes 35,000,000 gallons of water to fill it.



CARTOON FROM A TOKYO PAPER

It shows California beating the little Japanese with "the Big Stick," while his countrymen across the Pacific look on in helpless grief. Japan also knows how to use the "yellow journal" methods, and the despatches indicate that the Japanese populace is as easily affected by "jingolism" as the American populace.

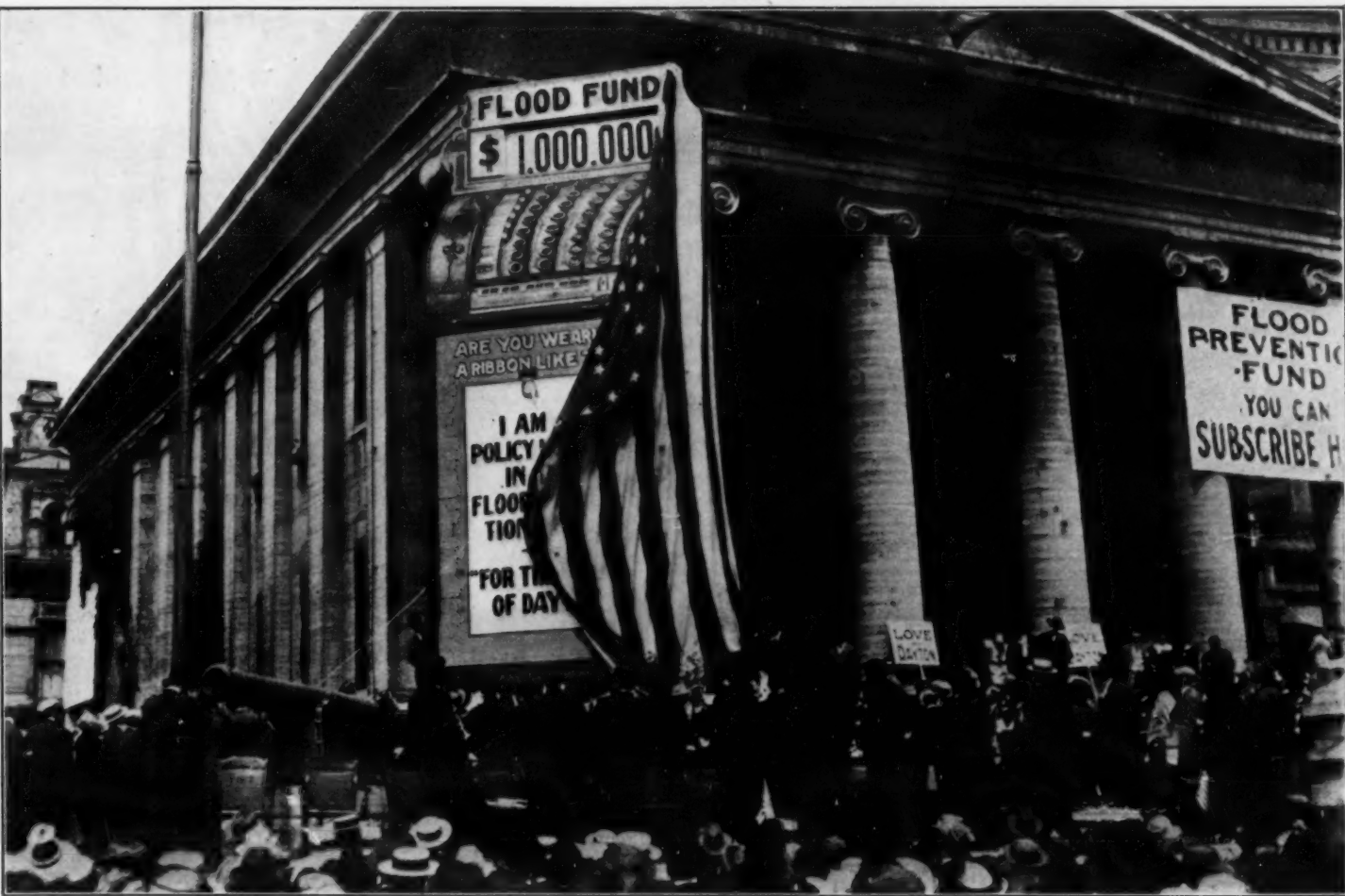
DAYTON RAISES \$2,000,000 IN THREE DAYS TO PREVENT FLOODS

The mammoth cash register which was used to record the popular subscriptions of the business men of Dayton. In the final meeting, presided over by John H. Patterson (whose company had subscribed half a million dollars), the last \$600,000 was raised in two hours. The sum will be expended by competent engineers in order that the enterprising city may be free from the possibility of a future flood. The large subscription is a tribute to the patriotism of the city and to Mr. Patterson personally, for prevention of another flood has been one of his fixed ideas since the great disaster. "Prevention is better than cure."



WHERE FIFTEEN OHIO MINERS LOST THEIR LIVES

The crowd around the shaft at Belle Valley, Ohio, where the Imperial mine was wrecked by an explosion. Only one of the miners escaped and he was badly injured by being blown 300 feet. The rescuing parties worked heroically, hoping that some of the others would be found alive, and the leader of the rescuers was himself overcome and died in the mine.



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EDITORIAL

Our Own Fault!

IF the people of this country are not prosperous, it is their own fault. They have no right to charge it up against Divine Providence, or anything or anybody else. They have no right to denounce their "luck," to accuse the trusts, or to condemn the railroads and captains of industry.

God has blessed us beyond our deservings. If this nation were half as grateful as it ought to be to the Overruling Power that made its existence possible; that gave us a temperate climate, exhaustless natural resources, millions of acres of fertile land and an indomitable spirit to overcome adverse conditions, it would have more than one Thanksgiving Day each year.

Its churches would not show so many empty pews; the authorities would not find the resources of the police departments taxed to suppress cabarets, dance halls and vicious resorts on every side.

This nation needs a new baptism of faith,—faith in its future. It needs hopefulness and helpfulness. It has had enough of unrest, unreason and suspicion.

The evils from which we suffer are mostly imaginary. They are conjured up by demagogues, yellow journalists, and muckrakers. Unscrupulous men seek to control our politics. They are eager for the spoils of office and the graft of our municipalities. Saloon keepers in politics blossom into millionaires and ward politicians into great money lenders.

Such as these are stirring up popular discontent. Pretending to be the friends of the people, they are trampling on the Constitution, tearing down the safeguards erected by our forefathers and creating an atmosphere of insecurity about labor and capital.

Superficial egotists are supplanting ripened and experienced statesmen; theories are being substituted for well grounded principles; reason is being dethroned and justice besieged to hold the scales not evenly, but as the mob may dictate.

How can prosperity continue under such conditions? How can bankers extend their lines of credit, manufacturers increase their output, and railroads advance wages? Without these how can investors take heart and the people witness a revival of business? Before this can come there must be a revival of confidence.

The Railroads and Prospects

RAILROADS and the vast network of industries which supply their necessities bless the country twice. They make the growth of a nation possible by providing means for its several parts to exchange products. They afford employment directly to probably three and a half million men, whose earnings flush the channels of general trade.

Transportation has this additional aspect, that unless its facilities extend, the nation's traffic and hence its industries are restricted in growth, while the railway equipment and supply industries, which furnish material for extensions, are employed merely on upkeep and renewal.

Thus it is everybody's interest to insure to the railways such favorable conditions that they will perform vigorously the double function of carriers and supporters of the nation's pay roll.

It is from the point of view of general business that Mr. E. C. Simmons, one of the contributors to this railroad number, discusses the question. The great mercantile house of which he is the founder handles only incidentally and in small proportion goods consumed directly by railways. It is when prosperity and progress for railways brings prosperity for everybody that he finds his business favorably affected.

Mr. Simmons for years has made it his care to ascertain business conditions. When his reports indicate good crops he stocks up with goods. When his advices foreshadow a favorable political outlook he fills his shelves. He says now that if the Interstate Commerce Commission were to grant the Eastern railroads an advance in their freight rates he would hail this as a signal for enlarged business to come, not from railways directly, but from everybody, and forthwith would prepare accordingly.

When railway managers, in any part of the country, declare their needs, the question to be decided by the regulating authorities is not what the roads are "entitled to," but what the public is entitled to—what the roads shall be put in position to do for the public.

Announcement:—"For the Sake of Her Soul"

THE world must be made better. Society must be made purer. We must take off our smoked glasses and meet the appalling question of the suppression of vice with clear eyes, open hearts and strong hands.

This is what Dr. Charles W. Eliot, of Harvard, and many other leaders of advance thought are saying publicly on every occasion. This is the justification for the publication of the startling and pathetic truth in Mr. Reginald Wright Kauffman's terrible tale "The House of Bondage," a book which has taken such a hold upon the public that it has gone through ten editions. Following its publication, LESLIE's arranged with Mr. Kauffman for his remarkable series of stories on the "Girl Who Went Wrong," which appeared in our pages some months ago.

Readers who began by questioning these stories, ended by giving them warmest commendation. Their publication in LESLIE's, reaching two million readers a week, from one end of the country to the other, gave a new impulse to the crusade against white slavery. It has since been taken up splendidly, effectively and courageously by anti-vice commissions in New York, Chicago, Philadelphia, Atlanta, New Orleans, and other leading cities.

This good work must not be stopped. The public is beginning to appreciate its value for the preservation of the American home and the safeguarding of our young men and women from the alluring pitfalls of vice. It is with great pleasure that we announce that LESLIE's has secured from Mr. Reginald Wright Kauffman, the exclusive right for the publication in serial form of his latest and most startling production, based on personal observations of Mr. and Mrs. Kauffman and entitled "For the Sake of Her Soul."

This wonderful and startling story will all be told in ten chapters, the first of which will appear in LESLIE's in its issue of June 26th. The remaining chapters will follow, week by week, until the powerful tale has been told. No one who reads the opening chapter will rest until he has finished the story.

It is a tale of a girl who went right, not wrong; who faced dreadful temptations, but who, in the midst of them all, found a helping hand of rescue. In departing from its custom and making room for a serial story, LESLIE's finds its justification in the powerful moral influence which Mr. Kauffman's latest and greatest work is bound to exercise in the crusade against the sin of the century.

Those who are not regular subscribers to LESLIE's can have the ten numbers embracing all the chapters of Mr. Kauffman's new story sent them regularly if they will remit \$1.00 for a special subscription covering the period indicated. Address LESLIE's WEEKLY, 225 Fifth Ave., New York City. Workers for the cause of moral reform should see to it that this story reaches those especially to whom it promises to be most helpful. Special rates will be made to societies organized for the suppression of vice that may desire to circulate a considerable number of copies.

A Representative State Committee

IF the Republican party in New York State wants to succeed it must get nearer to the people. The State Committee as at present organized embraces one member from each Congressional district with a member at large. It is smaller than either of the legislative bodies of the State and has followed a policy of self perpetuation for which we blame no one in particular.

This committee has come to be regarded as a machine of and by itself and not as a representative body. If the Republican State Committee were made up as the lower branch of the legislature is, of one member from each as-

sembly district, it would be recognized as representative of every part of the State and the influence of the change would be manifest immediately. If we can trust 150 members of the lower house to formulate legislation the people can trust 150 representatives in the State Committee to name a State ticket and frame a platform.

One of the advantages of an enlarged committee would be that it would enable the members to study political conditions in every assembly district. When the respective members returned to their homes after a session of the committee they would bring the organization into close touch with the great mass of voters. Every assembly district would take pride in naming for its member of the State Committee its strongest, ablest and most progressive man. Public sentiment would be expressed in the choice of its leaders and this would find fuller and better expression in the State Committee than it has in recent years.

It is no secret that some of the strongest men in the party, who are cognizant of its weaknesses as well as of its strength, are heartily in favor of the reorganization and enlargement of the State Committee. That body itself might, with great propriety make the recommendation at this time. Its failure to do so might be overlooked but its active opposition to this feature of the direct primary law will be unpardonable.

Do It Now!

IF there be any Republican who would rather have a period of hard times, under President Wilson's administration, than to have the people enjoy a season of continued prosperity, he is not a good Republican for he is not a patriotic citizen.

The welfare of the public is of far more consequence than the success of any party. Unfortunately our two most urgent economic questions—tariff and banking reform—have been dragged into the mire of politics so long that they are not considered on their merits, but only from the standpoint of party advantages.

This is wrong. It has become unbearable. It endangers prosperity. It involves the forbidding possibilities of a far-reaching panic. Let us face the situation as it is.

We believe in the principle of Protection to American industries and American wage-earners, but a downward revision of the tariff has been demanded by the people—though not by a majority. President Wilson is pledged to a downward revision in disregard of the principle of Protection and on a basis of our needs "for revenue only." His party is in power and his pledge will be kept, whether we like it or not, whether it helps or whether it harms.

President Wilson's good faith is not in question. He has an indefinable theory of "A New Freedom" for the American manufacturer and the American wage-earner. And he has the courage of his convictions as well as of his inexperience. If results shall justify his expectations, the country will rejoice. To hope that his policy will fail and plunge the country into distress, to the advantage of a rival political party, would be a wicked display of selfish and unpardonable partisanship.

The advocates of Protection in Congress should not yield an inch to those who are fighting the principle in which protectionists believe. Neither should they interpose obstructive tactics and filibustering schemes to defeat the resolute purpose of the new administration. Give the latter full swing and let it take its reward or its punishment.

So much for the tariff. But another reform—one of paramount importance—demands immediate attention. There can be no reason for a division on party lines in the fight for banking reform. Both the great political parties are pledged in its favor. Its urgency is becoming more apparent every day—we might almost say, every hour.

The serious condition of the money markets at home and abroad gives us timely warning of impending danger. The prosperity of the country has increased the demands upon our banks. The strain must become more acute as we approach the fall months when money must be provided for moving the promising crops. The larger the crops, the greater the need of cash.

Europe is burdened with the heavy toll of the Balkan war. It cannot help finance our needs. We must do this ourselves. President Wilson recognizes the gravity of the situation. He is in deep earnest in his desire to avert its perils. He recognizes the progressive steps of preceding efforts and is ready to profit by them. Suppose he desires his administration and his party to have the credit for the accomplishment of this pressing and far-reaching reform. What of it?

Pride of authorship should have no place in a great patriotic work. It should be overlooked in the higher purpose to avert another financial crisis, such crises as we have had in the United States, time and again, simply because of

the inelasticity of our banking facilities. Our neglect of this grave national problem, involving a serious defect in our banking laws, has amazed the bankers of every other nation. Shall we continue this unpardonable neglect?

Republican leaders in Congress have not shown a disposition obstinately to obstruct President Wilson's efforts to carry out his tariff reform ideas. They favor protection, of course, and their attitude is justified. But in the matter of banking reform, they should not hesitate actively and earnestly to support any effort, from any source, to relieve the present perilous and distressing condition of our currency laws.

No matter who may claim the credit or which party may secure the honors, the plain duty of every Member of Congress is to support with all his zeal, and every effort to reform our totally inadequate and wholly indefensible banking system.

Not to do this will be to invite severest censure. To do it will be to deserve the highest praise. We believe that unselfish, thoughtful and patriotic leaders of all the great political parties will do this. Let President Wilson give them the opportunity.

The country never has sounded a call to duty but that it found the leaders of the Republican party ready to respond. Do It Now!

How Dayton Did It!

EVERY reader of LESLIE's sympathized with the sufferers by the terrible floods in the West. Every reader will be gratified to know that the greatest sufferer, the city of Dayton, O., has set an example of American enterprise and patriotism indicative of the spirit that makes a nation great. We cannot tell the story better than it is told in the few words of a congratulatory telegram received by LESLIE's WEEKLY from one of its appreciative readers, as follows:

Exactly two months ago all the whistles in Dayton were tied down to warn the people that a great disaster was upon them. Sunday afternoon, May 25, the whistles were again tied down to announce to the people that the attempt to raise \$2,000,000 for a flood prevention fund was successful. Three days ago the citizens of Dayton started to raise two million dollars to make Dayton safe from another flood. This is an enormous sum for any city the size of Dayton to attempt to raise under favorable conditions, but an extraordinary amount for a city which had just gone through a flood costing it \$127,000,000. The real campaign to raise the money began May 23d. It ended in a whirlwind finish at a monster mass meeting presided over by John H. Patterson Sunday evening, at which over \$600,000 was raised in two hours, running the total well beyond the two-million mark. This amount will be spent under the direction of the most competent engineers. No other city ever saw such interest and enthusiasm as was displayed throughout Dayton after the Sunday evening meeting. Bands played, citizens paraded between lines of burning red fire, and in the parade, as in Dayton's flood bread line two months ago, the millionaire walked side by side with the day laborer, each inspired by the same common enthusiasm and the same love for his city. The slogan of the city for the last three days before the final meeting was, "Remember the Promises Made in the Attic"—meaning when the flood was at its height. Then those in attics and on roofs made many promises as to what they would do if saved and they have remembered these promises and fulfilled them. I am sending this telegram because I believe the feat of raising two million dollars in three days by Dayton's people, after what they have just gone through, strikes a new note in American civic pride and optimism.

The Right to Fix a Price

ON what just grounds should manufacturers be made the victim of price-cutting dealers? A manufacturer creates a particular line of goods, fixes a price that will assure a fair profit to him and fair wages and hours to his workmen. By advertising extensively he creates a demand for his product. When a big dealer steps in and sells such goods at a cut price without profit to himself in order to give the impression that other goods in his shop not so well known are sold at a correspondingly low figure, he has done an injustice to the manufacturer for which the latter should be able to get restitution in the courts.

At a dinner of the Association of National Advertising Managers to publishers, this feature of price-cutting was ably discussed by Wm. H. Ingersoll, whose "watch has made the dollar famous," Pres. Henry B. Joy of the Packard Automobile Co., and Louis D. Brandeis of Boston. As Mr. Joy pointed out, if the control of prices by manufacturers has to cease, the consumer will be the ultimate victim.

The man who perfects an article and popularizes it by advertising, should reap the profit that comes from a fixed price just as an inventor should reap the reward of his invention. Should a manufacturer fix a price too high there will be one of two effects: either the people won't buy or some one will come in and share the prosperity with him, compelling a lowering of price. "We have failed," said Mr. Brandeis, "to distinguish between a manufacturer's right to fix a price on his own particular goods and the fixing of prices by a monopoly."

The Sherman law is aimed against combinations in re-

straint of trade, an entirely different matter from the right of a manufacturer to say at what price his goods shall be sold. In the latter case there is no monopoly, no restraint of trade. Any one else can do the same thing. For a dealer to cut the prices on products which have been popularized by the manufacturer at great expense and advertising, the dealer seeking to take advantage of this popularity to boost trade in other lines, is a great injustice to the manufacturer.

The Plain Truth

TREACHERY! A dozen Democratic Senators are said to be determined not to permit the industries of their states to be destroyed by act of Congress. That free sugar would result in closing the doors of every sugar house in Louisiana was admitted by Senator John Sharp Williams on the floor of Congress. Because these Democratic Senators are determined to stand for the interests of their constituents, the New York World warns them that under the new Constitutional amendment, United States Senators are to be elected by the people. Perhaps this is the reason why these Senators insist on doing what the majority of the people in their respective states expect them to do. Our esteemed contemporary should sharpen its axe and try again.

FAME! A wealthy St. Louis manufacturer is reported to have bought a newspaper in that great city to establish his two sons, now at Princeton, in a congenial business, after their graduation. There is probably no shorter road to fame than through the publication business. A striking proof of this fact can be found in the remarkable success and powerful influence achieved in some of our great cities by publishers who were born in obscurity. Public opinion is now largely made by the newspapers, the weeklies and the monthlies, and it is a matter of great surprise that this field has been neglected by those who suffer most from an unfair or misdirected public opinion. It has even been suggested that an endowed newspaper might well be established by men of wealth and influence to correct the false impressions created by yellow journals and muckraking magazines. Some day this suggestion will bear fruit.

PICTURES! "All the news in pictures" is still the motto of LESLIE's, as it has been for over half a century. The Missouri Pacific Railway is issuing an "agents bulletin," patterned, in a way, after LESLIE's in that it tells its story largely through pictures. It is sent every month to 2,000 newspapers in the Central West and to 10,000 ticket agents and other railway lines throughout the United States, bearing an optimistic message. The Missouri Pacific and Iron Mountain's pay rolls cover 42,000 employees. Counting an average of three to the family, one in every 300 persons in the Southwest is dependent for a living on this great railroad system, which does not even pay a dividend to its shareholders. Yet think what a proportion of the groceries, clothing, shoes, etc., is paid for out of moneys earned by this great railroad system. Aren't the railroads entitled to greater consideration from the Interstate Commerce Commission and the public?

FADS! Are we carrying some of our reform fads too far? In the light of a distressing story recently printed in the newspapers, it would almost seem so. A workman in Passaic, N. J., died of starvation. Investigation disclosed that his troubles began when he was arrested and sent to jail for ten days for failure to send his fourteen year old daughter to school. This girl was the only support of the family, and while her parents were ill, she went to work and her wages gave them their entire support. The authorities refused to permit her to work because she was under age. She was sent back to school and the family was left to starve. The father died and the invalid mother was found so near to death that she had to be removed to a hospital. Would any harm have been done if the brave girl who was able and willing to work for the support of her father and mother had been permitted to do so until their circumstances were improved? But law is inexorable and public opinion intolerant! Let the people rule!

ALASKA! Would Alaska be in jeopardy in case of a war with Japan? The *Railway and Marine News* says it would. It inquires: "Are there any warships there flying the stars and stripes? Is there any agent to give the alarm? Are there soldiers or lighthouses or cable offices

or wireless stations to aid this country in protecting its valuable treasure house? No!" It adds that a Japanese ship with one crew could cut the U. S. Alaska cable, and open a coal supply to furnish its battleships with coal while we would be loading West Virginia coal on the Atlantic coast to ship it around the Horn for the American fleet. Isn't it about time the people of this country woke up to the need of opening Alaska and uncovering its riches, especially its coal fields, not only for the benefit of the American navy, but also for the people of the Pacific Coast? If Congress would pay less attention to the multifarious demands for all sorts of class and special legislation and more to the common welfare, it would be a substantial aid and not a constant menace to prosperity.

CHEAP! The London *Times* is now sold for two pence, or four cents,—the first reduction in its price in over half a century. There are half penny or one cent papers in London, but the *Times* at four cents still holds an influential place. Commenting on this fact John McBain in an interesting letter which we find reprinted in the *Paris Herald* (a newspaper that every American who goes abroad is sure to read), asks how the one cent newspapers are to meet the necessary cost of their production without an increase in price. He says few of the London half penny papers are paying expenses and that in America the tendency is toward an advance in price of newspapers and magazines. This is unquestionably true and it is significant that a great newspaper like the New York *Herald* with its prestige and leadership extending over so many years is still selling at three cents, without diminishing its popularity and success. Quality is now the chief consideration, cheapness is secondary. Proof of this lies in the fact that every magazine that has advanced its price has profited substantially by it.

INFAMOUS! Senator Nelson, of Minnesota, wants to amend the Constitution to enable the President to veto single items in a General Appropriation Bill. The purpose is to kill the sneaking plan of attaching undesirable legislation to appropriation bills. The government must provide appropriations for its support and, therefore, appropriation bills must go through. If some cowardly piece of legislation can be sneaked into an appropriation bill, it may get by the President in this way. This was the purpose of attaching a rider at the late session of Congress to the Sundry Civil Appropriation Bill, providing that the appropriation for prosecuting violators of the Sherman anti-trust law should not be used against labor or agricultural associations, charged with violating that act. President Taft vetoed the bill but it was passed again at the extra session. President Kirby, of the National Manufacturers' Association, denounced this rider as "the most infamous class legislation ever attempted since our government was founded." The New York *Times* and *World*, both earnest supporters of President Wilson, protested against the signing of an appropriation bill containing such rider. Now comes Senator Nelson with a constitutional amendment to checkmate the cowardice of an American Congress.

SENSIBLE! Give prosperity a chance! There are signs that President Wilson's administration proposes to do this in spite of the criticism of its tariff reduction program. Anything that tends to prevent business disturbances, helps prosperity. We observe that the so-called Coaster Brake Trust, with headquarters at Buffalo, is to be peacefully dissolved. Attorney General McReynolds is satisfied to have the trust dissolved by an agreement without the necessity of a prolonged battle in the courts. In the criminal action, the eighteen defendants are to submit their pleas to the U. S. District Court at Buffalo, and to the Department of Justice without suggestion and let the Court determine the punishment. How much better this than to have every innocent stockholder in the Company worried to death over expensive and uncertain litigation? How much more advantageous for the Government and how much more satisfactory to the people than the vindictive, unrelenting and in some instances unjustifiable prosecution, followed under Mr. Wickersham's destructive administration. Let us give President Wilson a fair chance to redeem the pledges on which he secured the support of so many of our business men, that the purpose of his administration would be to advance and not to hinder prosperity.

The Foolish Craze for Something New

By OTTO T. BANNARD



OTTO T. BANNARD
President New York
Trust Company.

ever, by professional writers and agitators and politicians, as an easy road to emolument and office; and sooner or later the pendulum will surely swing too far, and some part of the community should hold itself in readiness to urge fairness and deliberation in order to arrive at proper conclusions.

NO one man or society or political party can justly claim a monopoly of interest in social conditions, and the revolutionary wave, in favor of the wage earners, and in favor of dependent classes (two entirely different subjects) has reached every city in every State in this country. It is a proper awakening and the Nation will be better for it in many ways, and I am distinctly sympathetic with many phases of this movement.

It is being worked overtime, however, by professional writers and agitators and politicians, as an easy road to emolument and office; and sooner or later the pendulum will surely swing too far, and some part of the community should hold itself in readiness to urge fairness and deliberation in order to arrive at proper conclusions.

As to wages, we do not want this check, this brake, as it were, to be accomplished by an industrial depression. The cure is too severe. All we ask is that legislators and commissioners and arbitrators in the various States be not ill-advised or hasty in their mandates. In dividing profits, they should be certain that there will be profits to divide. When there is no longer a profit to divide, there will be a considerable suspension of wages, and the result will be melancholy. Industrial justice cannot be confined to the wage-earner alone or it will defeat itself.

Upon the other branch of this subject—State aid to widows with children, old-age pensions, and various measures for State outdoor relief and almsgiving—it is not yet good American doctrine.

The fact that Germany and England are hopelessly committed to public relief by bureaucracy is no reason why America should adopt this indiscriminate program. Let us do our own thinking. Relief by private societies is more painstaking, intelligent and efficient, and the State Socialists should first prove that private societies cannot perform before they insist upon State aid.

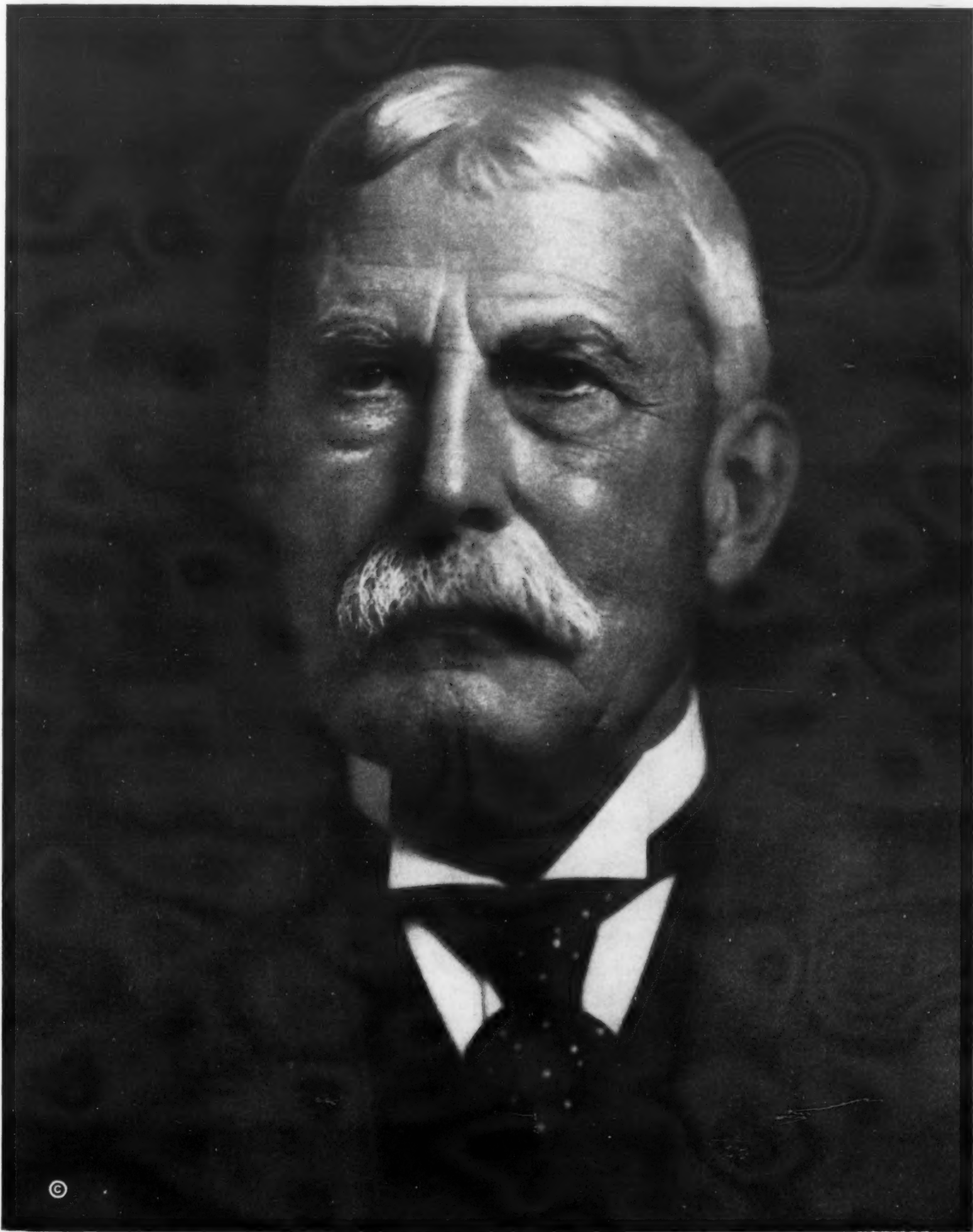
The modern private relief system has made great strides in dealing with the causes of poverty, such as bad housing, bad health, and non-employment, at the same time administering to the needs of the afflicted. It will gradually decrease the number of dependents.

Public relief increases the number of dependents. It is a class aid with every stimulant to increase the class.

Let us take time to study the proposition for a minimum wage. It is being confused with the social evil, so far as women are concerned, but the minimum wage vitally affects all women with small wages, not merely those indulging in the social evil. Why overwhelm the economic problem with a side-issue pertaining to a small percentage?

If the minimum wage is correct, practically and scientifically, let it be adopted; if not, we cannot endure it because of a possible ten per cent. influence upon the moral question; because if it is unsound it will increase the non-employment of women and add to the idle and the profligate, leaving the social evil worse than we found it.

Let us not lose our heads in the foot-race for innovations, whether social, economic or political.



THE LATE HENRY M. FLAGLER

ONE OF THE WORLD'S GREATEST CAPTAINS OF INDUSTRY

A self-made man was Henry M. Flagler. The son of a poor Presbyterian clergyman, in a little village of New York, he died at West Palm Beach, May 20, at the age of eighty-three, leaving one of the largest estates ever accumulated by a single individual.

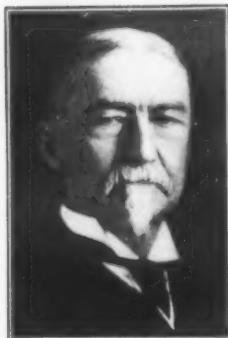
Mr. Flagler had only a common school education. He began his business career in a country store in Ohio, at the compensation of five dollars a month and board. He was one of the pioneers in the development of the oil industry of the United States and, associating himself with John D. and William Rockefeller, he engaged with great success in the refining of petroleum. Thus he became an integral part of the powerful, prosperous and potential Standard Oil Company. Mr. Flagler's genius was constructive and creative. He believed in the future of his country and he had the courage to venture into enterprises which many regarded as doubtful. After he had accumulated a fortune in the Standard Oil Co., his attention was directed to the attractive climate of Florida. That State was then regarded as one of the least of all the stars in the American Union. Mr. Flagler realized its possibilities as a winter resort, available for the hundreds of thousands who sought a temperate climate and a place of rest and relaxation in the trying months of winter. His far-seeing eye realized the possibilities of the State also as a producer of early vegetables, citrus fruits, cotton and other crops and as a commercial and manufacturing center. He realized especially the strategic importance of its commercial advantages on the completion of the Panama Canal. Mr. Flagler conceived the daring idea of building an over-sea railroad that would continue his Florida East Coast system over the Isles of the Sea to the extremity of the State, at Key West, where a ferry boat connection could be made to Havana, less than 100 miles distant, and from which point the Panama Canal would be within easy distance. In his

magnificent system of hotels and in the construction of his marvelous railroad, it is said that he invested almost \$50,000,000—a record unexampled in the history of any individual in a similar line. It is not remarkable that the State of Florida held Mr. Flagler in the highest esteem and that the whole world paid tribute to his constructive genius, his business enterprise and sagacity. Mr. Flagler knew what it was to be welcomed and acclaimed as a great captain of industry and he lived to see the day when the muckraker and the yellow journalist were permitted to sow the seeds of discontent and to cast their slurs and heap their indignities upon the promoters of our country's prosperity. Now that he has passed away, even his former detractors join in paying the highest tributes to his genius. They commend his magnificent enterprises and bear testimony to the uprightness of his private life. Mr. Flagler was a friend worth having. The most modest of men, he always avoided publicity. Notoriety was not in his line. His benefactions were generous, but he never permitted his left hand to know what his right hand did. Scrupulously honest, he surrounded himself with men of his own kind and to them largely entrusted the management of his great affairs, never relinquishing a personal oversight. He was not only a state builder, but a builder for the nation. No costly memorial need mark his resting place. One of the proudest pages in American history must always record the splendid achievements of Henry M. Flagler, the master of men in business, the model citizen, the true friend, a lover of his country and of his fellow men.

J. A. S.

The Railroads' Prosperity is Ours

By E. C. SIMMONS, Chairman of the Board, Simmons Hardware Co., St. Louis



E. C. SIMMONS

BUSINESS has never been very good, or anywhere near what it should be since the Panic of 1907, and I am confident that the chief reason for it, or one of the most deterrent factors that has prevented a full return of prosperity—which the bountiful crops we have had should have caused—is the fact that the railroads have been treated unfairly by the Government.

At the beginning of 1908 I became quite convinced of the benefit which would accrue to every inhabitant of this country if the railroads were permitted to advance their rates slightly, and thus legitimately increase their revenue. From my point of view, the Government has not treated the railroads fairly during the last five years. They have, in a mandatory way, increased their operating cost by divers and sundry new laws, and have not permitted them, through the proper channel—the Interstate Commerce Commission—to have any increase whatever in their freight rates. To my mind, this is absolutely unfair, and I am awfully sorry to see our Government—which is the best in the world—not fair in any respect. I am now fighting for fair treatment of the railroads.

The more I have studied the problem since 1907, and watched the commercial development of our country, from a viewpoint which I thoroughly believe is larger and better than that of any other man in the United States, the more I am convinced, not only of the benefit, but actual necessity of the railroads being treated fairly, and being permitted, where they need it, to have a slight advance in freight rates.

Let me explain to your readers why I say I have a better point of view than any other man, which is this: The house which I had the honor to found and help to build up—and in which I have been actively engaged for fifty-seven years—is the largest of its kind in the world. We have now seven houses, covering the entire country—from the Atlantic to the Pacific—with an army of about five hundred traveling men. These men are smart, bright, industrious, clear-headed and good talkers. If they were not convincing talkers, they could not be successful. All of these men are required to make us reports from time to time, as called for, on the conditions—commercial, agricultural and political—on the routes which they cover. By a scientific system—which has been in use for more than a quarter of a century—we have reduced this Information Bureau to a fine "Art"—so that our reports are to-day believed by the best judges in the United States to be far superior to any others. It matters not whether they relate to crop conditions, or the outlook for the future—the sentiment and temper of the people, the political trend or bias, or anything else of an interesting general public nature. Among other things, these men are required to tell us from time to time what the people are talking about, and how they feel. They talk to at least an average of ten voters per day, so that we reach about

five thousand men every day in the year, by personal contact through our representatives. Coming from every section of the country, they embrace in their reports accurate statements of business conditions, crop outlook and prospects, and various other very important matters. Under our distinct instructions, they have been doing what they could to form public opinion in a sane, and sound manner, and I am glad to say, with great success.

In 1908 there were few shippers, and not many railroad men who agreed with me in this matter of advance in freight rates. To-day, however, practically all railroad men recognize the sincerity and logic of the position I took five years ago, and have maintained ever since; and many thousands of shippers all over the land have come to realize the fact that their business is prosperous only when the railroads are prosperous, and that any slight increase in freight rates which they might have to pay would soon be lost sight of in the enormous increase in the profits of their business, which this general prosperity would bring about. I assert, without fear of contradiction, that the prosperity of the world depends upon the prosperity of the United States, and that the prosperity of the United States depends upon the prosperity of the railroads.

It has been my observation, during my more than half a century's experience in the daily, active conduct of this business, that the years of great prosperity which we have had have always been years of railroad progress, and years when there was clear evidence that the railroads as a whole were prosperous. I have noticed the reverse too, and that is, when business has been dull and bad and unprofitable, it has always been years when railroad interests have been going down hill and not making any progress.

As our house ships more goods and pays more freight than any other mercantile house in the United States, it would seem to me that our statement that we advocate an increase in freight rates should be convincing to the public mind, because we will pay more of this increased freight than any other house in the world, and yet we are willing to do it—thoroughly convinced that, in the general prosperity that will ensue, we will have our full share of it, and we expect that without advancing our prices one single dollar. I believe that an advance in railroad rates is what is "the greatest good to the greatest number." If I knew positively that the railroads would be allowed a slight advance in their rates, we would immediately place orders for millions of dollars' worth of goods, to be shipped in the near future—so confident am I that this action on the part of the Government would bring about a much greater degree of prosperity than we now enjoy; in fact, this country would then be rolling in prosperity—in full measure, pressed down and running over. All we lack is confidence. Business is still halting, and still running more or less slowly with doubt and distrust on all sides. All of that doubt and distrust can be cleared away by "illuminating" the railroad proposition in the way of permitting them to advance freight rates.

There is a great change in public sentiment from what it was four or five years ago. I am delighted to see it, but it is not sufficiently strong yet to have reached the active officers of the Government, and more particularly the Interstate Commerce Commission; but the attitude of the public, which was decidedly at enmity with the rail-

roads because of past misdeeds, and perhaps justly so, now clearly indicates a change in feeling, from the extreme anti-corporation ideas which prevailed a few years ago—as a result of the poisoning of the public mind by political demagogues, and self-seeking muck-rakers, who found it brought them into the limelight and made them popular to attack corporations in the name of the "dear peepul." The farmers, the mechanics, the wage earners throughout the country, to say nothing of the merchants and manufacturers, have learned, by the bitter lesson of a suffering pocket-book, how directly their own interests and prosperity are closely interlinked with those of our large corporations, and particularly the railroads. They have learned that the railroads pay out in monthly wages 49 cents of every dollar they receive in their gross revenue. Naturally when this revenue is restricted, and when by reason of legislation and public demand for better service, the railroads' expenditures are so vastly increased that they have little or nothing left to pay out—in all of this, the citizens of the United States are the ones who suffer, because the lack of great prosperity which is fully due us, and which nothing could stay if the railroads were treated fairly, causes them to suffer in their inability to provide the necessities—to say nothing of the luxuries—of life for their families.

It is my best judgment that the public mind is still changing very rapidly in favor of my ideas, and that they are realizing that money paid to a railroad is like pouring water into a sieve—it stays there a very short time—it passes right through, and is quickly and widely distributed by those who receive it. Railroad employees are called the greatest spenders on the face of the earth. It is a well recognized fact that they are not by any means great savers of money, but are free spenders—and that is what brings about prosperity when the railroads are prospering, and can employ lots and lots of people, and pay the largest wages.

From three to five years ago, there seemed to be a general desire on the part of the public to hit the railroads—to persecute them, but that desire seems to have been entirely eliminated and to have passed away. People realize that whatever misdeeds may have been done by the railroads' management in times gone by have long since "passed over the dam," never to return, and that the roads have been punished sufficiently. They also realize that in hitting the railroads they are hitting the stockholders, who are innocent of any wrongdoing—and it should be remembered that our railroads have anywhere from twenty-five to seventy thousand stockholders, according to the magnitude of the road.

Confidence has never been fully restored since the Panic of 1907. It is absolutely necessary that confidence should be restored; that the wheels of commerce may revolve rapidly. If the railroads are permitted to make a slight advance in freight rates, it will immediately unlock millions upon millions of dollars now locked up in safety deposit boxes and savings banks—and any amount of money ready and anxious to go into new railroad enterprises whenever the investor can be convinced that there is a reasonable chance for the railroads to make money sufficient to pay good interest on the investment.

Restore confidence and prosperity will come immediately.

The Railroad Woman

By ROBERT D. HEINL

WOMEN with typical progressiveness have not been slow to take advantage of the wonderful opportunity which service with the railroads has offered them. There are now upwards of 2,000 women employed by the great systems of transportation. They serve in almost every capacity. Uncle Sam is the excellent authority for the statement that thirty-one women are employed as railway brakemen and ten as baggagemen. According to the same reliable source of information, the Census Bureau, there are forty-five women engineers and firemen. Twenty-six of the industrious feminine workers are enrolled as switchmen, yardmen, and flagmen. The above mentioned are with steam roads. On the other hand, two women act as motormen on the street railways, thirteen as drivers, and forty-six as conductors.

The woman station agent has long ceased to be a novelty. She is a permanent and valuable fixture in many communities. Each day, however, we hear of some decided innovation. To Miss Carrie Benton of Cincinnati belongs the unique distinction of being the first woman placed in charge of a dining-car in the United States. Miss Benton makes a round trip every day between Cincinnati and Dayton on the Chicago, Hamilton & Dayton Railway. She entered the employ of the dining-car service in a station restaurant. After gaining a knowledge of the culinary art, Miss Benton made her first run. The innovation of placing a woman on a dining-car was watched with interest by the leading American railways. The success of the experiment was recognized from the outset.

Several weeks ago an experienced traveler—a man who has dined in the fashionable cafes on Broadway and Fifth Avenue and has perched on the high stools of lunch counters in rural towns where the "s" on the restaurant sign is invariably printed in inverted fashion, lounged in the Pullman smoking compartment of the northbound express of the C., H. & D. The train had just left Hamilton and the group of chance acquaintances in the smoking room

was discussing the presidential campaign, the relative merits of the candidates as well as the possible outcome of the three-cornered race.

It was noontime and the conversation was hardly under way when a young woman entered the car and made the announcement that "Luncheon is served; the dining car is forward." Fumes of clear Havana permeated the at-



MISS CARRIE BENTON

The first woman in the United States to be placed in full charge of a railway dining car. Her previous experience was gained in a railway restaurant. She is now stewardess of a dining car on the C. H. & D., a branch of the Baltimore & Ohio Railroad.

mosphere, and cigars were shifted as a look of surprise was expressed.

"Well, I never!" said the staid traveler. "We must be on the original suffragette route!" The group sauntered in to appease their appetites. In the dining-car Miss Benton directed the attention of her guests to the special dishes on the menu. They were impressed with the way the meal was handled, the man from Broadway and his fellow diners agreeing that the service was all that could have been wished.

On the trip from Cincinnati to Dayton and return Miss Benton serves on an average one guest each four minutes during meal hours. She makes the round trip of 118 miles each day, and since assuming charge of the dining-car has traveled approximately 70,000 miles. The experience of the young woman in handling the traveling public has been novel. She has had numerous offers of positions in hotels, cafes and offices, but has preferred to remain in railroad service because of the fascination of the work, which she enjoys.

"I am fond of railroad work on the road," said Miss Benton recently, "and am ambitious to build up the service and patronage whenever possible. My life on the car is extremely interesting, for there is much to be observed about the peculiarities of human nature when one is in contact with the traveling public. There is also a chance to learn much about railway operation and the organization behind the scenes which makes the American train service possible. I feel that my experience has been an education in itself and I couldn't be induced to return to a less active occupation."

It is the consensus of opinion among railroad men that whatever work women have undertaken in the railway field they have accomplished successfully. Women have brought into the work trustworthiness and reliability, two of the most necessary elements. The men before them set a high standard in this respect. The feminine workers have proved worthy of the confidence placed in them.

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People Talked About



A GROUP OF PROMINENT PATRIOTIC WOMEN

Official photo of the Board of Managers of the Daughters of the American Revolution elected at the Congress held recently in Washington, D. C. Mrs. William Cummings Story, President of the D. A. R., is shown in the center of the group. Mrs. Story resides in New York and has long been prominent and active as a leader among clubwomen of the metropolis. She is a woman of ability and high character, and has a host of followers and friends.



A TELEGRAPHER'S BRILLIANT CAREER

Edward Reynolds, of New York, who was recently elected Vice-president and General Manager of the Postal Telegraph Company. He entered the service of the company as an operator only 23 years ago in New York City and won his way upward by his ability and efficiency.



AN HONORED GOSPEL ENVOY

Mrs. Thomas Jefferson Scott, of Ocean Grove, N. J., who has had 50 years' service in missionary work in India, and who founded the Women's Missionary Training School at Bareilly, India. This school has become a great educational center.



A WONDERFUL WAR RECORD

W. P. Zuber, of Austin, Texas, aged 94, only survivor of the battle of San Jacinto by which Texas won her freedom from Mexico. He also fought in the Civil War and in Indian wars. It is claimed that he has been in more battles and skirmishes than any other American.



HARASSED BY A GOVERNOR

Dr. S. C. Mitchell, President of the University of South Carolina, who, it is said, was practically forced to resign and leave that State through attacks made on him by Governor Blease. Dr. Mitchell has been chosen President of the Medical College of Virginia, at Richmond, Va.



THE HERO OF SCUTARI

Essad Pasha, Turkish commandant at Scutari when that city surrendered lately to the Montenegrins. Essad and his troops marched out with the honors of war, and he afterwards proclaimed himself King of Albania. He was later reported as assassinated at Tirana.



NOTABLE BANQUET OF WESTERN NEWSPAPER MEN AND WOMEN

Three hundred and fifty newspaper editors and their wives, members of the Oklahoma Press Association, entertained by the Tulsa Press Club in the new ten story hotel at Tulsa, Okla. During the feast Gov. Cruce addressed the editors by long distance telephone from the State capitol.



A VICTIM OF THE RECALL

Judge Charles Weller, a police court justice at San Francisco, who was recalled through the efforts of the women voters because of his alleged leniency toward a "white slaver." Weller is the first judge to be recalled by the ballot in California.

How a Great Railroad is Built

By JAMES OLIVER CURWOOD

MOST of us know that in railroad building grades are laid, and ties are put down, and steel rails fastened to those; and some of this work most of us have seen. But the romance, the thrills, the perils and the hardships—and the thousand wonders—of actual railroad building, but few understand. During the past three or four years the mightiest railroad building operations of all time have been in progress in the Great Northwest. And to see just how a great railroad is built, to see how mountains are blown up, chasms filled and bridged, thousands of men fed and cared for hundreds of miles from civilization, I went to the end of the line of steel of the Grand Trunk Pacific—and far beyond; lived in the contractors' and engineers' camps, explored with the surveyors, and came out convinced that building a railroad through a great range of mountains is one of the most picturesque, thrilling and romantic of all the gigantic tasks that man undertakes today.

The first of the "wonders" that came within my ken occurred early in my investigations—long before I had reached the mountains. We were traveling between Graham and



LINKING THE UNSETTLED VASTNESS WITH CIVILIZATION
The "pioneer" or track-layer riding over the loose ties and unfastened rails, forging ahead through the new country and leaving behind a steel trail to older communities.



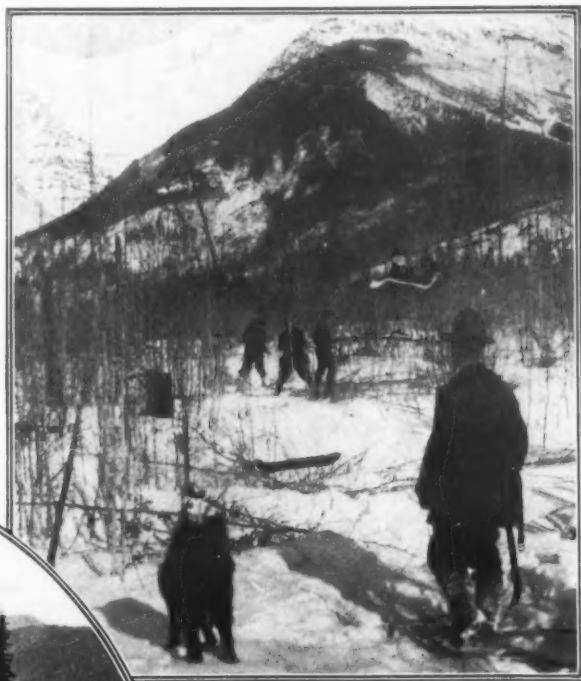
CAMP LIFE OF THE RAILROAD BUILDERS
"Each contractor's camp is like a small city with its stores, hospitals, scores of sleeping shacks, kitchens, dining-rooms, warehouses and barns."

Winnipeg when we came to what is known as a "sink hole." For two hours we were held up while repairs were being made. I was with one of the railroad contractors, and he pointed down the steep embankment to the muskeg below and said:

"We have dumped hundreds of thousands of tons of rock and earth down there!"



A WESTERN SCENIC WONDERLAND
"A vast, wide, wild, unsubdued Alpine wonderland, rich in scenic grandeur and in the Indian legend and romance of the picturesque voyageurs."



THE FIRST STEP IN RAILROAD BUILDING

Surveyors at work in the mountains. "Almost before the rival road had 'come to' the engineers had plotted the right of way and the plans had been deposited with the Government."

his work was done. But not so thought the great builder. The Grand Trunk had a firm hold on the East. It tapped the Atlantic. Why should it not tap the Pacific? This was the question that Hays asked himself. Few will ever know the history of those months of secret meetings of powerful directors, kings of capital, and great engineers—meetings that preceded the announcement that thrilled the financial world, the announcement that one of the world's greatest trans-continental was to be built from coast to coast.

From this hour—the hour when the "powers that be" had decided that a great road should be built—began the first great human chapter in the story of the builders. Now the builders of the road cease to be mere men in citizens' clothes—they are generals on the field of battle. They work in secret, guarding their movements and plans, ever on the alert for spies. Every man in the army of investigating engineers that is sent



LICENSED DENIZENS OF THE CANADIAN PRAIRIES

"In Buffalo Park at Wainwright the last of American buffalo roam over the prairies with unrestricted freedom as in the days of the Indian."

I looked. There was no sign of a single carload of rock and earth, and I asked, somewhat dubiously,

"Where has it gone?"

His answer was to take me more than a mile distant from the track, where a number of large and curious looking hillocks were bulging out of the earth.

"There is most of our gravel and stone," he said. "There is a subterranean channel under the muskeg, and as we dump in the 'filler' it oozes through that channel and puffs up here."

As we turned back, he added:

"And then there are people—thousands of them—who kick at what they call high freight rates and cost of transportation! A year from now, when this is all filled in, and you travel over it at forty miles an hour, how many will know of the hundreds of thousands of dollars, perhaps millions, that were expended in the building of this one mile of track?"

And this was but the beginning of the wonders and romance that I found. And before describing these, in order to give a picture of the growth of a railroad from the hour of its birth in a human brain, I must go back to that year of 1899, when the most remarkable personality in railroad history loomed up on the horizon in the person of Charles M. Hays. When Hays first set foot in Canada in 1899 he was a stranger to the Dominion. Within less than a decade he changed the map of half a continent. His mission was an unusual one. The first railway built in the Dominion, the Grand Trunk, had fallen on evil days. It was sunk low into the morass of financial difficulty. And Hays was brought in—to save it. His wonderful abilities literally snatched the road from bankruptcy and set it firmly on its feet. Others thought that

out knows that he is on his honor. Literally mile by mile the possible routes that a railroad might take are examined. Rival roads know that the reconnaissance engineers are out, here, there, everywhere—but that is all. It may take a hundred or five hundred men a year before the first reports are in. These reports all go to the Chief Engineer, and one by one the various possible routes are sifted down, until at last the best is chosen. Even then all is mystery and secrecy to but a very few men—the great chiefs among the Builders. Today it is rumored that the road will run through such and such a town. Tomorrow a similar rumor comes from a town fifty miles north or south. The whole country is up in the air, and while it is up in the air scores and hundreds of survey engineers are out, running their mysterious preliminary, or "random lines," which gives them the topography of the country.

And the great generals play their tricks. Sometimes the work of the engineers is real—sometimes only a "blind," a clever ruse. It was generalship that won the Yellowhead Pass for the Grand Trunk Pacific. A rival road, the Canadian Northern, was pushing toward the western sea, and it was imperative that the Grand Trunk Pacific should not reveal its hand too quickly. The point was how to throw dust in the eyes of its rival. Apparently the Grand Trunk Pacific could not decide whether to thread the mountains by the Pine River or Peace River Pass. Then, suddenly, it threw an army of engineers into the Pine River Pass. Immediately the newspapers concluded that everything was settled, and it was heralded far and wide that the new trans-continental was going through the mountains by that route. Meanwhile, the best engineers in America

(Continued on page 602.)

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A Buffer Between the Railways and the People

What the Equipment Manufacturers are Trying to Do

By GEORGE A. POST, President Railway Business Association



GEORGE WESTINGHOUSE
Born at Central Bridge, N. Y., 1846; educated in public schools and Union College. At fifteen invented a rotary engine. Later invented Westinghouse air-brake, introduced the alternating-current system of electrical distribution, and has many other inventions to his credit. Has been honored all over the world.



ALVA B. JOHNSON
President of the Baldwin Locomotive Works. Born in Pittsburgh, Pa., 1858. Began as a clerk in Baldwin Locomotive Works. In 1896 admitted to partnership; Vice-President and Treasurer; in 1911 was elected President of the company.



T. A. GRIFFIN
President of Griffin Wheel Co., began his extensive business in 1880 as Griffin and Wells Foundry Co., making but 100 wheels per day. The present firm has nine plants between the Atlantic and the Pacific and makes 6,000 wheels a day.



E. B. LEIGH
President Chicago Railway Equipment Company since 1906. Born Townsend, Mass., 1853; left school when fifteen. First commercial position was as clerk with Pennsylvania Railway. He organized the Chicago Railway Equipment Company.



W. W. SALMON
President of the General Railway Signal Company. Entered the employ of the Pennsylvania Railroad as a chainman in the engineering corps, where he remained till he became chief executive of the General Railway Signal Company.



JOHN F. WALLACE
President Westinghouse, Church, Kerr and Co. Born Fall River, Mass., in 1852. Began as axman, on C. B. & O. Has done almost every kind of railway engineering. During 1904-05, he was Chief Engineer of the Isthmian Canal Commission, also Vice-President and General Manager of Panama Railroad.



WILLIAM LODGE
President of the Lodge & Shipley Machine Tool Company; worked up from an apprentice in 1880 to foreman with the Steptoe McFarland and Nottingham Company. In 1886 he formed the Lodge & Davis Company, but in 1893 founded the company which was later incorporated as the Lodge and Shipley Machine Tool Company, of which he is now head.



S. P. BUSH
President of the Buckeye Steel Castings Company since 1906; is a commercial executive with a railroad training. Born at Brick Church, N. J., in 1863. Graduate of Stevens. Began business career as apprentice in Pennsylvania Railroad shops. Went with Chicago, Minneapolis and St. Paul Railway in 1899 as General Superintendent of Motive Power.



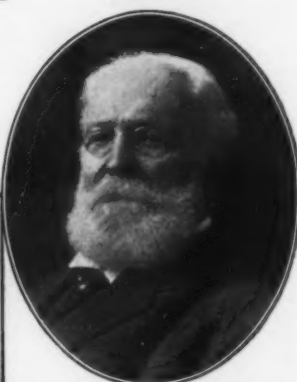
GEORGE T. SMITH
President of the Joseph Dixon Crucible Company. Was born in 1855 in New York City. Educated at College of the City of New York. Began business as a messenger boy in the office of the Superintendent of the Star Union Railway and was rapidly advanced in railway business. Was General Agent of the Pennsylvania Railroad before joining his present company.



ALFRED H. MULLIKEN
President of the Pettibone-Mulliken Company; received but a common school education and started business as office boy at \$5 a week with Crerar Adams and Company of Chicago. After twelve years, organized firm of Pettibone, Mulliken & Co.; five years later sold the supply business to his former employers and reorganized to manufacture frogs and crossings.



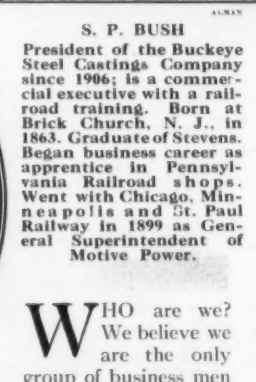
E. H. OUTERBRIDGE
Born in Philadelphia in 1860. Left school when sixteen and went to New Foundland with Harvey & Co., in 1878, returned to New York and admitted to partnership. In 1891 he established the Pantasote Leather Company; in 1908 organized Agasote Millboard Company, makers of wood and veneer substitutes used in railway construction.



JOHN F. DICKSON
President of the Dickson Car-wheel Company. Born in Ireland in 1832; came to America at age of 18, and became apprentice in a machine-shop. Became connected with the Illinois Central and Rock Island roads and was General Superintendent of the Southern Pacific.



J. KRUTTSCHNITT
Chairman of the Board of the Southern Pacific since Jan., 1913; born in New Orleans in 1854. Graduated from Washington and Lee University as civil engineer. Began railroad career as engineer in 1878.



GEORGE A. POST
President of the Railway Business Association. Born Cuba, N. Y., 1854. Served in freight department of the Erie. Is a lawyer, journalist, mayor, and Congressman. Since 1892 has been a manufacturer of railroad appliances.

WHO are we? We believe we are the only group of business men organized to strengthen the purchasing power of their customers. We represent industries with as many men on their payrolls as the roads themselves—about a

million and three-quarters. Our men and their families, numbering six or seven millions, support the tradesmen in the towns where they live, and hence the nation's factories. Together with the railroads themselves we form, with the exception of agriculture, the biggest single factor in the country for good business to everybody.

We are not railroad men. Our name contains the word "railway" because that expresses our common bond, and because we thought if people did not like that name it was our job to help make them like it. So we ran it up to the mast-head. There it remains and we are proud of it. But our constitution forbids any railway or railway official to belong to the Association or to contribute a cent to its treasury, and we even avoid collaboration with railway officials in the framing of policies and the drafting of literature. They do not know what we are going to do until we do it.

That is who we are—a great industrial craft, "the organized friend" of the railways, but an independent and candid friend, having more stake in results than any railway official. A slump in railway resources makes him more necessary than ever in his position, while it may put out our furnace fires, stop our dividends and force our men into idleness.

What are we trying to do? We are trying to create a public appetite for facts. We favor government regulation of railroads. We want it to be intelligent and wise. When railway questions are discussed from the standpoint of individual, trade or sectional prejudice, mistakes are apt to be made damaging to those who make them and to all concerned. The public believes many things that are not so. There are many important facts which the public does not appreciate. What we are trying to do is to encourage the habit of studying facts, and the custom of acting in accordance with facts. We urge the railways to get first-hand their information about traffic conditions, and we urge shippers to get first-hand their information

about railway financial conditions. From time to time we make contributions to the discussion, and when we do we show where we obtained our material, so that anyone may check us up.

We want to make the railroads and the railway supply industries a strong and steady factor for national prosperity. We can do this if the beneficiaries (and that is everybody) will study the facts and act accordingly; and there is no immediate prospect that our efforts to create business by nourishing the muscles of the railways will provide an oversupply of transportation facilities or otherwise endanger the national welfare. What we want will benefit everybody.

That is what we are trying to do—to promote conciliation between the public and the railways so that the nation may have a strong, progressive railway system, adequate to handle the nation's business without delays and losses and to provide continuous instead of precarious employment to the army of workmen who are led to depend upon it for their livelihood.

How does this interest the reader of LESLIE'S? Because it has its roots in the conditions affecting national prosperity. No man in this country who thinks it through but will see that a strong transportation system operating with the intelligent sympathy and cooperation of the public is of direct cash benefit to him. If he does not, we shall be glad to point it out to him.

What do we want the reader personally to do? We want him to use his influence with his acquaintances and his fellow members in organizations in favor of omitting all utterance on railway questions except such as is based on intelligent and adequate study by persons competent to deal with so complex a subject, and free from prejudice and conclusions jumped at from half impressions.

It has become common for some critics to assert that if railway credit has become impaired the railway managers are to blame, since they have called attention to their unfavorable situation in respect to net income. Undoubtedly those who hear a railway executive make that statement will take it into account when selecting investments. But a moment's thought should suggest that railway managers understand the effect upon investors which a confession of financial need will probably have and would not make it unless they were convinced that a greater damage would be involved in silence. A railway manager is between the devil and the deep sea. If he proclaims prosperity to attract investors he invites demands from labor and new

burdens from the government in reduction of rates and piling on of expenditures. If he proclaims poverty he arouses distrust among investors. When the situation is sufficiently satisfactory, he will say neither the one thing nor the other, but go about his business, finding economies with which to offset increased expenses and doing the best he can. When, however, silence as to the financial condition leads to continuous reduction of rates and statutes requiring outlays, while the demands of labor move wages steadily upward, he must speak. Spoken he has in the past four or five years, notwithstanding that the impairment of confidence in securities already suffered through investors' study of the annual reports may be aggravated by his own emphasis. Such performance of the manager's duty is no reason why railways should be denied generous treatment. Numerous other things are said which could be as profitably looked into before the reader makes them the basis of anti-railroad conversation.

We want the public to know that American railways are in many respects one of the wonders of modern science, and are so regarded by foreign authorities. We want him to demand that he be "shown" when he hears railways attacked or their representations flouted. The railway managers have declared to the Interstate Commerce Commission their need of larger revenue. This need they must show. It is not fair to ask the railways to prove that all their managers since 1840 were saints, or to prove anything except that on the whole, under great difficulties, they have administered the properties with diligence and fidelity and that there is no available method of providing adequate additions to revenue other than the raising of rates. We want the reader to say, when somebody argues universal railway depravity from some particular alleged instance, that by that method you could indict all the angels in Heaven because Lucifer fell. In short, we want him to treat the railroad man with the same fairness and respect that he would any other man, against whom personally he had no grievance. That is just plain American fair-play.

The Men in Railroad Ranks

By HOMER CROY

RECENTLY I attended a meeting of the men who make the wheels of the railroad go around. They did not come in automobiles and leave chauffeurs waiting at the curb; instead they came in street cars or walked—mostly walked. They came in simple, plain suits with never a flash of karat scarfpin or ring; but still they were the men who run the railroad. Many of them went to work with buckets. They weren't the division chiefs, the vice-presidents and general superintendents who would have come in limousines; instead they were the humble workmen whom the public never hears of and whose names never ride the newspaper headlines.

The meeting was held at a theater and in attendance were 1,500 railroad employees. A more intelligent audience I never saw. The men had not been ordered to come; they had come because they loved their families—because they wanted to take better care of Nancy and Ned.

It was much like an old-fashioned "experience meeting" we used to have back home. The men stood up and told of the ways and means they used in safeguarding their own lives. A pier clerk followed a signal maintainer; a car inspector came before the master mechanic. No aristocracy there; a difference of a few thousand dollars a year salary "cut no ice" at that meeting. They were all there in one common cause—to keep their children in school until they could graduate. If a fireman is giving his engine coal—standing on the tender between the coal apron that comes down out of the coal bunker and the cab of his engine—and the engine backs without warning, crushing the fireman between the apron and the cab, then the oldest boy must be taken out of school to help support the family. The fireman doesn't worry so much over the possibility of the snuffing out of his life as he worries about the drawn look on the faces of the members of his family for years to come. The meeting in the theater was for the purpose of keeping the oldest boy in school.

Pictures were thrown on the screen showing the right and wrong way of doing things around an engine yard. A brakeman was shown swinging on the end of a freight car; instead of standing up on the step put there for the purpose, he was standing on the journal box. The journal box was oily and slippery; a sudden jar and he would be under the wheels. Another employee saw a loose wire hanging near a third rail; he started to remove it with his hands and keeled over from the shock. Then the screen showed how he should have removed it—between two dry sticks.

Then it was that a big, hearty Irish conductor arose and told how he safeguarded his family. Of course he told a story, and while we all doubled up in laughter over it, its moral hit out with a body swing. Said the Irish conductor, big and strapping and as good natured as a butter-ball:

"This safety work reminds me of a story. A thin, peaked little husband one day received a telegram from up-state that his mother-in-law had died. The telegram read: 'Your wife's mother has passed to the great beyond. Shall we embalm, bury or cremate her?'"

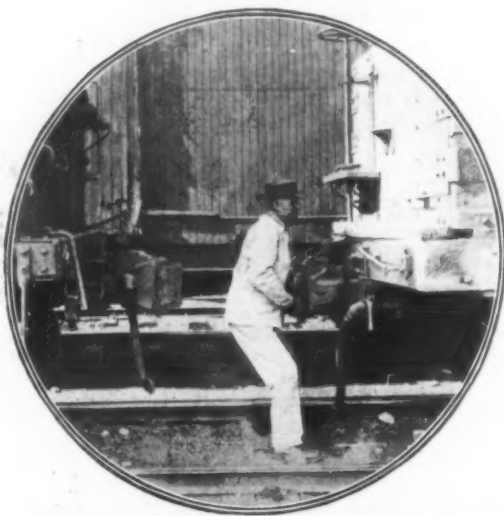
"As soon as he could get to a telegraph station he sent the following wire back: 'Do all three—take no chances.'"

Then the conductor explained that this was the working motto of the men who make the rails sing—take no chances. And so it is. Every time they take a chance it means that they lessen by just that much the hope that their oldest boy will graduate.

It is the unseen man out on the tracks, or the man locked up in the cage with his hand on a lever and his eyes on a speck down the track, who brings us safely home to our family. For instance—

James Mulqueen was driving his freight engine on the Michigan Central at a good clip when he became aware that something was wrong. It rushed over him that some of his freight cars had become derailed, and at the same moment he saw coming toward him on the double track a passenger train. In another minute the passenger train would plunge into the derailed cars. Seconds meant souls. Leaping across the cab, he brushed the astonished brakeman aside without a word, and seized a fuse from the seat box. He did not have time to fumble for a match, so he pulled open the door of the fire box and thrust in the fuse. With the burning fuse in his hand he swung off the cab and flagged the oncoming passenger train. The engineer of the passenger train caught the signal and applied the brakes. The passenger train was going at such a high rate of speed that it could not stop before it reached the derailed cars but, only the leading wheels of the passenger train were thrown off the track. Thus was averted, by the quick thinking of Engineer Mulqueen, a serious wreck. There are many Mulqueens in the service. When the cars leave the track there are hundreds of Mulqueens to thrust the fuse into the firebox and leap out of the speeding cab.

Then I met Mr. Spickerman, who is a conductor on the New York Central, and he began telling me some things



HOW BRAKEMEN LOSE THEIR LIVES
One of a series of educational photographs to urge railroad men to become less careless. The brakeman should be standing outside the rails.



IN THIS WAY FEET ARE LOST
The brakemen are constantly warned against using a foot in this way while coupling cars and are shown how the danger may be minimized.

that opened my eyes. He has been in the service for thirty-two years; his hair is gray but his eyes are bright. I always had thought that a conductor was somebody who came along when you were asleep, gave you a dig on the shoulder and made you go through your clothes to find your ticket. After you had found the bit of pasteboard he would simply give it a glance and pass on to another sleeping party. I thought a conductor was there just to punch tickets and answer questions, but he began to tell me of some of the duties that rest on his shoulders.

The responsibility of the train hangs over his head. His ears are so trained that he can hear the slightest defect in the rails; if a flange flies off, his ear must detect the difference in the singing of the rails. His ears are as finely adjusted to the music of the rails as a musician's to the notes of his violin. When he has nothing else to do he is on the lookout for trouble; he is leaning out the window, keeping an eye on the track, or the trucks. Every moment, from one end of the run to the other, he is on a strain.

When his train stops he must see that a flagman goes back, even if the stop is only for a moment. Every time one train stops two must stop; that is, the following one must stop and take on the flagman and get his report. At night the flagman uses a fuse. He carries torpedoes in his pocket and puts these on the track as a signal to the engineer. Many times a train stops only for a minute and is on its way again; there is no need for the flagman to go back, but he must. It is one of the steps toward safety. Some time when he is least expecting it, there will be an extra train, and if he did not go back there would be a wreck. Better go back a thousand needless times than have one wreck.

The great problem is not so much to teach the railroad employees to protect the traveling public as to safeguard themselves. It seems strange, but the railroad employee is in much more danger than the passenger. There are many times more passengers than employees, but three employees are hurt to one passenger. Every time an employee protects himself he safeguards a passenger.

The trouble comes from the little accidents. The big cause of injuries is the little accident. It is not the big wrecks that bring up the figures but the slips of carelessness. A yard man stands in front of the switch engine between the rails, and swings up on the footboard. He does this for five years with never a mishap. Then one morning, when the footboard is covered with ice, his foot twists and he slips—and his oldest son is taken out of school to help support the family. Of course the right way is to stand outside of the rails and swing on; if he slips, then he will suffer nothing more than a jar—he will not go down between the rails.

A yard man is running along by the side of a car and is just about to swing up when he stumbles over a chunk of coal and goes under the wheels. A loose board is left unattended on the roof of a box-car; a brakeman coming along stubs his toe and pitches off headlong into the night. These are the little accidents that make the widows.

The New York Central is one of the roads that teaches the men to be careful of the little accident through committees of safety. This company has sixty of these committees with an aggregate membership of 900 men. They wear a button and report all lapses on part of the employees. A member of the committee of safety has authority over a man of his rank who is not a member. For instance, if a track-walker who is a member of the committee sees another track-walker taking a chance, he reports him for his carelessness. Then the careless track-walker is laid off for fifteen days. There is nothing like cutting off a man's pay for a couple of weeks to teach him to get over his careless habits. The New York Central has 900 pairs of eyes constantly watching and safeguarding. The president of the road can't see everything; it is the track-walker who finds the broken rails.

On May 8th of this year moving pictures were shown by the Pennsylvania Railroad for the first time to teach men how to safeguard themselves. The films showed an emigrant landing at Ellis Island and going to the shops to apply for a job. He gets work, but, being untrained,

makes mistakes. The instructor is there each time to correct his mistakes. The man goes through all the different ranks until he is promoted to a responsible position. The picture is intensely interesting and full of instruction. It was cheered time after time.

The great campaign of educating the men to protect themselves is going on all around us. Of the 250,000 miles of railroad in the United States, 180,000 is under safety protection. Last year one railroad, by means of pictures and demonstrations, brought 5,619 different preventable accidents to the attention of its employees.

What surprised me most of all, as I went among the men, was the spirit of fellowship and brotherhood among them in working out this new idea of self-protection. One man

picks up a chunk of coal beside the rails because he knows that the man following him may stumble over it. He knows that he himself will not stumble over it, but he is thinking of the man behind. When the railroad employees get to thinking of the men behind, the passenger can snuggle into his berth and let the rails sing him to sleep with never a worry riding with him.

Railroad catastrophes are decreasing every month. The men in overalls are bringing this about. The men with the blouses inside their trousers are the ones who are making this new era of safety. The new motto is, "Better be safe a thousand times than crippled once." There's a reason and a remedy.

It is these humble men who take the traveler home safely to his family. Often and again on the quick action of the flagman's mind depends the safety of the train and the lives of the passengers. If he hesitates for the briefest moment, a hundred happy homes may be torn open. Often the lone track-walker, with a spike maul over his shoulder, struggling against the snow-filled wind, his eyes leaping from first one rail to the other, by his vigilance saves the lives of many who never even knew there was such a man as he pushed his way through the night storm that they might ride in comfort.

The fireman must bear watch with the engineer; must keep an eye down the track and pile up coal in the fire box. Grimy, gloved and unromantic as he is, he brings many passengers home who sometimes shiver for fear, as the fireman stands beside his panting engine, that his blouse may swing against and smutch their clothes.

From New York City to Harrisburg is an average run; and one fireman feeds the fuel box all the way. The trip takes six hours, and in that time this man with the grimy blouse, firing a saturated engine, scoops a trifle more than eight tons of coal. If romance runs high in any person, let him try scooping one and a third tons of coal an hour into a red-hot fire box on a plunging locomotive. By the time he has scooped a couple of tons, he won't take such a deep interest in the safety and welfare of the well-fed passengers behind him as he had imagined he would before he picked up the short-handled shovel. But the fireman does it; day by day he safeguards the passengers with mind keyed to the slightest click of rigging gone wrong, and with body ready to give to the cause. He is ready to seize the fuse and flag the oncoming passenger train. Unromantic as he is, every gloved and grimy fireman is a potential James Mulqueen.

An Exact Science

O, potent Physiognomy! I worship at your shrine. A thousand-fold you've added to this wisdom-stock of mine. By noting all your changeless rules and using both my eyes

I've learned a very many things that fill me with surprise. For every shape of head and face must hold and hide a brain Just like each other head and face formed likewise in the main.

Of course I've felt my firm faith shake at various times, but still I grimly grasp your tenets, and I s'pose I always will.

For instance, there's a double of John Wanamaker stands Beside my alley entrance with shoe-laces in his hands; I know a Paderewski who chauffeurs a garbage "pram," And one John Rockefeller does cement work on the dam. While one you couldn't tell from Canny Andy, were he clean,

Goes 'round and begs, all winter, with a straw hat on his "bean!"

'Gene Chafin has a double 'tending bar in Terre Haute, And Peter Cooper's image stole his widowed sister's shote.

A man like Woodrow Wilson does a foolish song and dance, A ringer for the neat John Drew goes 'round with ragged pants;

A fellow who's a perfect carbon copy of Jim Hill Has never ridden in the cars and swears he never will. An uxoricide I used to know resembled Phillips Brooks, And Martin Luther's ringer was a very king of crooks. Yet, though these instances arise to shake my faith a bit, I'm strong for Physiognomy, and doff my hat to it!

STRICKLAND GILLILAN.

Are Railroads Treated Fairly?



L. F. LOREE
President Delaware and Hudson. Born at Fulton City, Ill., 1858; graduated from Rutgers College 1877, and became in turn Assistant Engineer on the Pennsylvania, Army Engineer and Topographer for Mexican National Railway; 1883, returned to Pennsylvania service. From 1901 to 1904 was President Baltimore & Ohio.



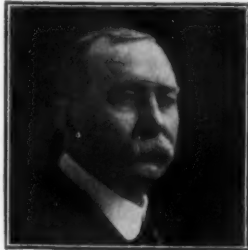
BENJAMIN F. BUSH
President of the Missouri Pacific and also of the Denver and Rio Grande. Born in Wellsboro, Pa., 1860. Began in 1882 as a rodman on the Northern Pacific and rose rapidly. His work while in charge of the Western Maryland led to his selection in April, 1911, as the man to rehabilitate the Missouri Pacific.



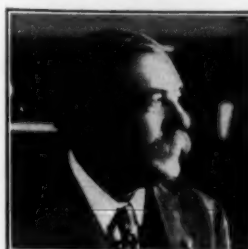
A. J. EARLING
President of the Chicago, Milwaukee and St. Paul. Born in Richfield, Wis., in 1849. When eighteen became a telegrapher in his native town. He has filled many positions from train dispatcher to president and is one of the few presidents who have served continuously with one company.



CHAS. H. MARKHAM
President of the Illinois Central since 1910. Born in 1861 in Clarksville, Tenn. In 1881 began as a section hand on the Santa Fe; then entered the service of the Southern Pacific. In 1901 he was Vice-president of the Houston & Texas Central; in 1904, General Manager of the Southern Pacific.



B. F. YOAKUM
Chairman of the Board, St. Louis and San Francisco Railroad, was born in Limestone Co., Texas, and has for thirty years been connected with railroad development in the West and Southwest. He was Chairman of the Board of the Rock Island from 1905-1909; he is sometimes called "the J. J. Hill of the Southwest."



EDW. PAYSON RIPLEY
President of the Atchafalaya, Topeka & Santa Fe. Born in Dorchester, Mass., in 1845. He entered railway service in 1868; in 1872 went to the Chicago, Burlington & Quincy and became general manager. In 1888, in 1890, became 3d Vice-president of the St. Paul; 1896 was chosen President of Santa Fe.



CARL R. GRAY
President of the Great Northern. Born at Princeton, Ark., in 1867. In 1883 began as a telegrapher on the St. Louis and San Francisco, and by 1911 had advanced to senior vice-presidency. On May 1st of that year he became President of the Spokane, Portland and Seattle, and in 1913 was elected president of the Great Northern.



JAMES J. HILL AND LOUIS W. HILL
"The Empire Builder of the Northwest" was born on a farm near Guelph, Ontario, in 1838. First engaged in the steamboat business. Secured control of St. Paul and Pacific; reorganized it as St. Paul, Minneapolis & Manitoba Ry. In 1890 it became part of the Great Northern, which Mr. Hill practically built, and of which he became president in 1893. Retired in 1907 and became Chairman of the Board of Directors. Louis W. Hill, younger son of the master builder, was born in St. Paul, in 1872. Educated at Yale. Held various positions in the Great Northern system and upon his father's retirement in 1907 was elected to the presidency and later became Chairman of the Board.



HOWARD ELLIOTT
President of the Northern Pacific. Born in New York City in 1860. Educated as a civil engineer; while studying worked in the summer as a rodman for the Chicago, Burlington and Quincy. After graduation he became a clerk and Assistant Auditor. In 1896 he began to fill high positions. Was elected President Northern Pacific in 1903.



WILLIAM W. FINLEY
President of the Southern Railway. Born at Pass Christian, Miss., in 1853. When 20 years of age began as stenographer, and in ten years was Assistant General Freight Manager of a division of the Missouri Pacific. Went to the Southern in 1895 and was elected President in 1906.



WM. H. TRUESDALE
President of the Delaware, Lackawanna & Western, was born near Youngstown, Ohio, in 1851. Began railway service in 1869 and in 1883 went to the Minneapolis and St. Louis Ry. In 1894 he became 3rd Vice-President of the Rock Island and in 1899 was elected President of Delaware, Lackawanna & Western.



B. L. WINCHELL
President of the St. Louis and San Francisco. Born in Palmyra, Mo., in 1858. Was a "handy boy" in the shops of the Hannibal and St. Joseph Railroad. He rose very rapidly in the Passenger Department of various roads; he left the Rock Island in 1904 to join the Frisco.



B. A. WORTHINGTON
President of the Chicago & Alton. Began as a messenger boy at the age of thirteen at Sacramento; mastered telegraphy and became an operator; then learned stenography, and was appointed chief clerk. Later went to the Southern Pacific in charge of tonnage ratings of locomotives.



WILLIAM T. NOONAN
President of the Buffalo, Rochester and Pittsburgh since 1910. Born on a Minnesota farm in 1874. When fourteen began as clerk with the Minneapolis and St. Louis. In 1904 he became General Manager of the Erie, then went to the Baltimore, Reading & Pennsylvania, of which he became president at the age of 36.

The Railroads Want Simple Justice Railroads' Higher Cost of Living

By B. F. BUSH
President of the Missouri Pacific Railway

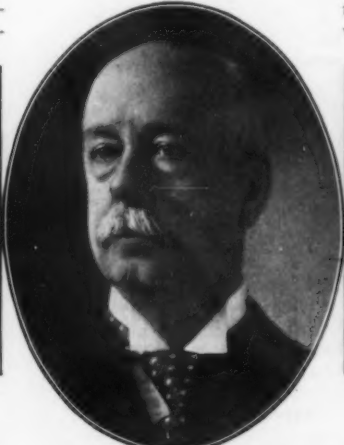
A CAREFUL and impartial analysis of the railroad situation as it exists to-day irresistibly forces the conclusion that there is no subject before the people, no policy engaging the attention of the Government, that in its future economic aspect foreshadows more danger, both to the commerce of this country and to our institutions, than does that of railroad transportation; therefore, that it be solved rightly, it should receive the most scrupulous consideration. Legislation of the most onerous character has in recent years been enacted by Federal and State authority, entailing numerous expenditures without any compensatory pro-

By FREDERIC A. DELANO
President of the Wabash Lines

I DO not wish to appear before you as a special pleader. Railroad men do not claim, and I do not claim, that we are better than other men—that we are more free from blame or responsibility. But, considering the problem broadly and fairly, it has always seemed to me that railroad men would average up with any equal numbers of bankers, manufacturers or merchants. Any other conclusion must be based on the theory that the vocation does not attract the best type of our civilization, or that there is something in the calling which tends to a faulty development, neither of which seems to me to be well founded.



SAMUEL REA
President Pennsylvania Railroad since November, 1912. Born in Hollidaysburg, Pa., in 1855. Began on Pennsylvania in 1871 as a rodman and chainman; was engineer in charge of many of the great extensions until 1889 when he became Vice-president of the Maryland Central. After an absence of three years he returned to the Pennsylvania.



CHARLES S. MELLEN
President of the New York, New Haven & Hartford, since 1903. Born in Lowell, Mass., in 1861. Began as checker of way-bills at the age of eighteen at \$25 a month, and rose rapidly. In 1897 he was selected to rehabilitate the Northern Pacific, where he made a phenomenal success due to his very unusual grasp of financial problems.



WILLIAM C. BROWN
President of the New York Central. Born in Fekimer County, N. Y., in 1853. When sixteen years old he began "wooding" engines on the Chicago, Milwaukee and St. Paul. Learned telegraphy and became train dispatcher for various roads until 1884, when he began to fill executive positions. Came to the New York Central in 1905.

vision, many of the acts being entirely without beneficial results to the public and only an economic waste. Three or four bills now being urged upon congress are estimated to involve an expenditure by the railroads within the next four years of nearly a billion and a half dollars. These many expenses over which the railroad manager has no power of control have steadily increased the cost of operation; and as the unit of compensation for transportation service is regulated by Federal and State authority and is more often reduced than advanced, it follows that the unit of profit is steadily decreasing. If these two opposing units of conditions, cost and compensation, are allowed to continue in their course, it means they will meet in time and all profit will be expunged. I believe it can be truthfully said that the causes of complaint in the past against the railroads have been entirely eliminated. The published tariff of charges accessible to all governs today, without discrimination or favoritism to any shipper. Complaints may arise and do arise as to rates on specified commodities between given markets, on account of their relation to the rates on like or correlated commodities to and from other markets. These complaints grow out of the rivalry between

On the contrary, it seems to me that the great variety in a railroad man's work makes a distinct appeal to men, and by the same token the work should broaden character rather than narrow it. And this is true, even though we see a tendency in railway organization, as in all other pursuits, towards the development of specialists rather than "all-round" men. The greatest difficulty the railways have to-day arises from the fact that the policy of the country as a whole is inconsistent and unsettled, for, while the Federal and State governments have emphatically adopted the theory of the regulation of rates, public opinion and the law still retain the theory of the competitive system. In other words, the community as a whole seems unwilling to trust the regulation theory or else wants to get all the advantage of both theories. The result of these changes in policy and the enforced readjustments are beginning to be apparent. They should have earnest consideration, for they are of immense importance. (1) It is very clear that the period of railroad building and extensions is over. A great deal of capital is needed and will be used in completing and improving existing rail-

(Continued on page 609.)

(Continued on page 609.)



HENRY W. MUDGE
President of the Chicago Rock Island and Pacific. Born at Mendon, Mich., in 1856. Began as a waterboy on railroad construction work; went to the Santa Fe in 1873. After thirty-four years' service he resigned as General Manager to go to the Rock Island. In five years he was president.



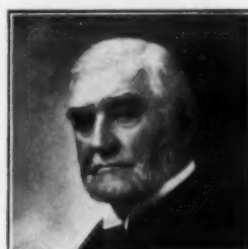
L. E. JOHNSON
President of the Norfolk and Western. Born in Aurora, Ill., in 1846. Began as fireman on the Burlington in 1866. He went to the Montana Central in 1890 and to the Lake Shore in 1893. In 1897 he became General Superintendent Norfolk and Western and rose in seven years to the presidency.



FRANK TRUMBULL
Chairman of the Board, Chesapeake & Ohio. Born in Arcadia, Mo., in 1858. Began at twelve years as a clerk in a country store. In 1874 became clerk on the Missouri, Kansas & Texas. Since 1899 has been president of four different roads; was appointed to present position in 1909.

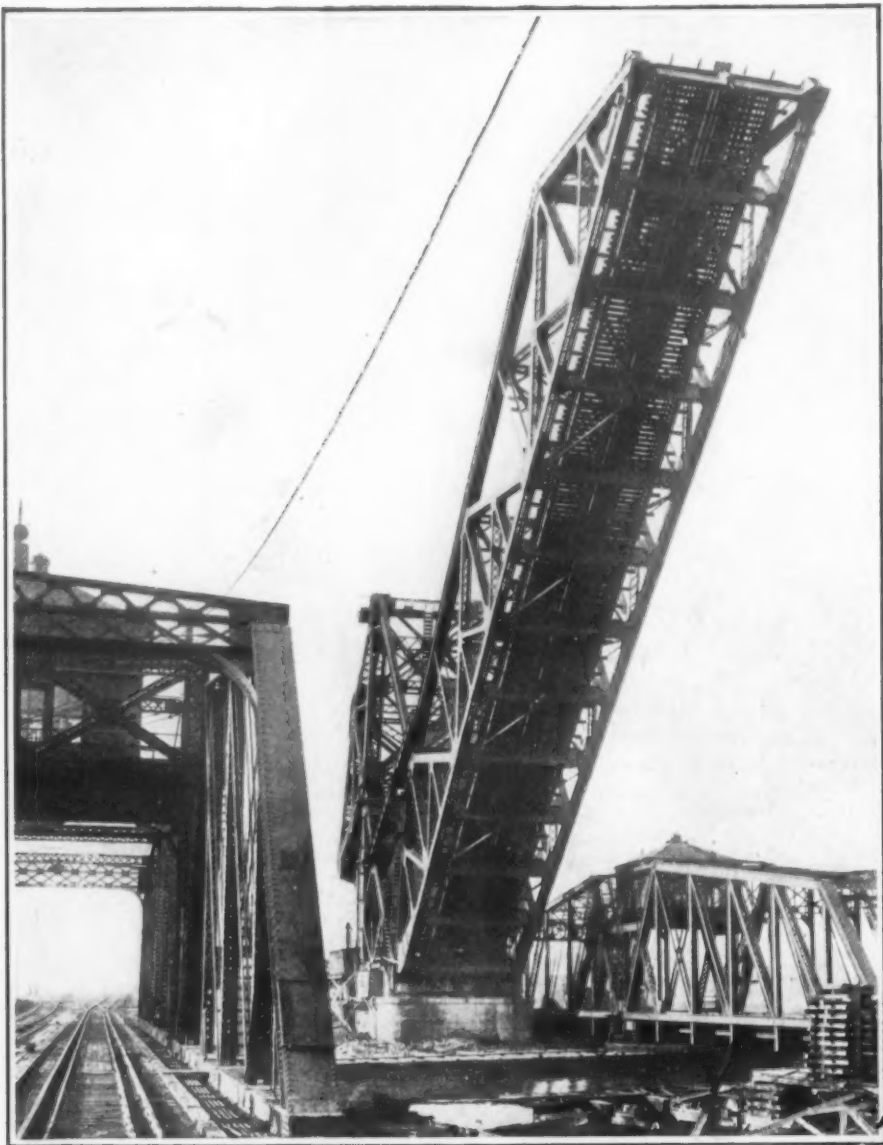


SAMUEL M. FELTON
President of the Chicago Great Western. Born in Philadelphia in 1853. Began as rodman with the Pennsylvania Railroad. Graduated from Massachusetts Institute of Technology in 1874; has held high positions on many roads; was elected to his present position in 1909.



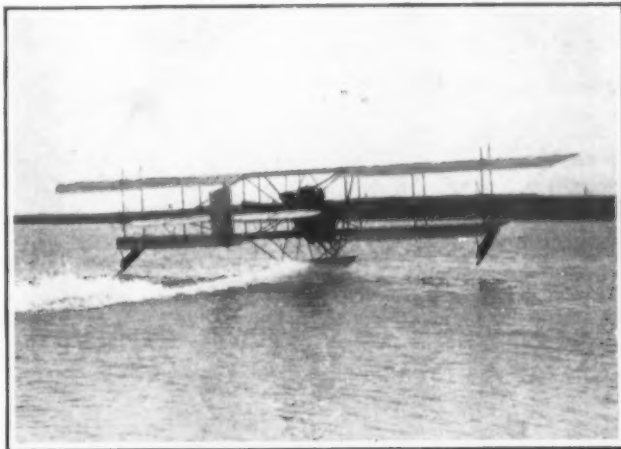
MARVIN HUGHITT
Chairman of the Board Chicago and Northwestern since 1912. Born in Genoa, N. Y., in 1837. Started as telegrapher. Entered railroad employ as superintendent in 1857 for Chicago and Alton. Promotions took him to several roads. In 1890 became president Chicago & Northwestern.

Pictorial Digest of the



A WONDERFUL "SEE-SAW" BRIDGE AT SOUTH CHICAGO

The new Baltimore & Ohio bridge across the Calumet River. The steel work weighs 1300 tons, the counterweight 2000 tons, and the length of span is 235 feet. It is easily raised or lowered in 13 minutes. This is one of the largest single-leaf bascule bridges in the world.



AN AEROPLANE USED AS A FERRY-BOAT

Glenn Martin operating his hydro-aeroplane as a ferry across Coos Bay, Wash. Martin is an aviator of renown and carries three or four passengers when using his aircraft as a ferry-boat.



THE PANAMA-PACIFIC SEAL

The seal of the San Francisco Exposition of 1915 was designed by Alfred Lenz. Columbia stands upon a globe above severed isthmus with an olive branch in one hand and a shovel in the other.



TRAVEL IN YOUR OWN PULLMAN!

A German conveyance de luxe. The automobile in front is a tractor which backs up under the front end of the coach and is there attached. It then furnishes the motive power for this unique touring car.



THE LOCOMOTIVE OF NEARLY A CENTURY AGO

George Stephenson's "Rocket," one of the earliest locomotives of this pioneer inventor, shown in contrast to a 1913 locomotive. The "Rocket" developed a speed of 32 miles an hour. This is reproduced effectively in the new Kinemacolor play called "Steam."



THE PRIDE OF JAPAN WOUNDED BY CALIFORNIA'S

A mass meeting in Tokio to protest against race discrimination in California. The land bill signed with Japan but it leaves the stigma of inferiority upon its people. The war danger of the "jingo" it may again arise if the Japanese insist upon a new treaty which will admit them to citizenship. The non-ruling classes of Japan may overturn the present ministry.



FIFTY BEAUTIFUL RED-HEADED GIRLS ABOARD THE NEW HUDSON RIVER

These girls are all from one school, the Washington Irving Girls' High School, New York City. They are on board the steamer of the same name, and it is the only red-haired de-

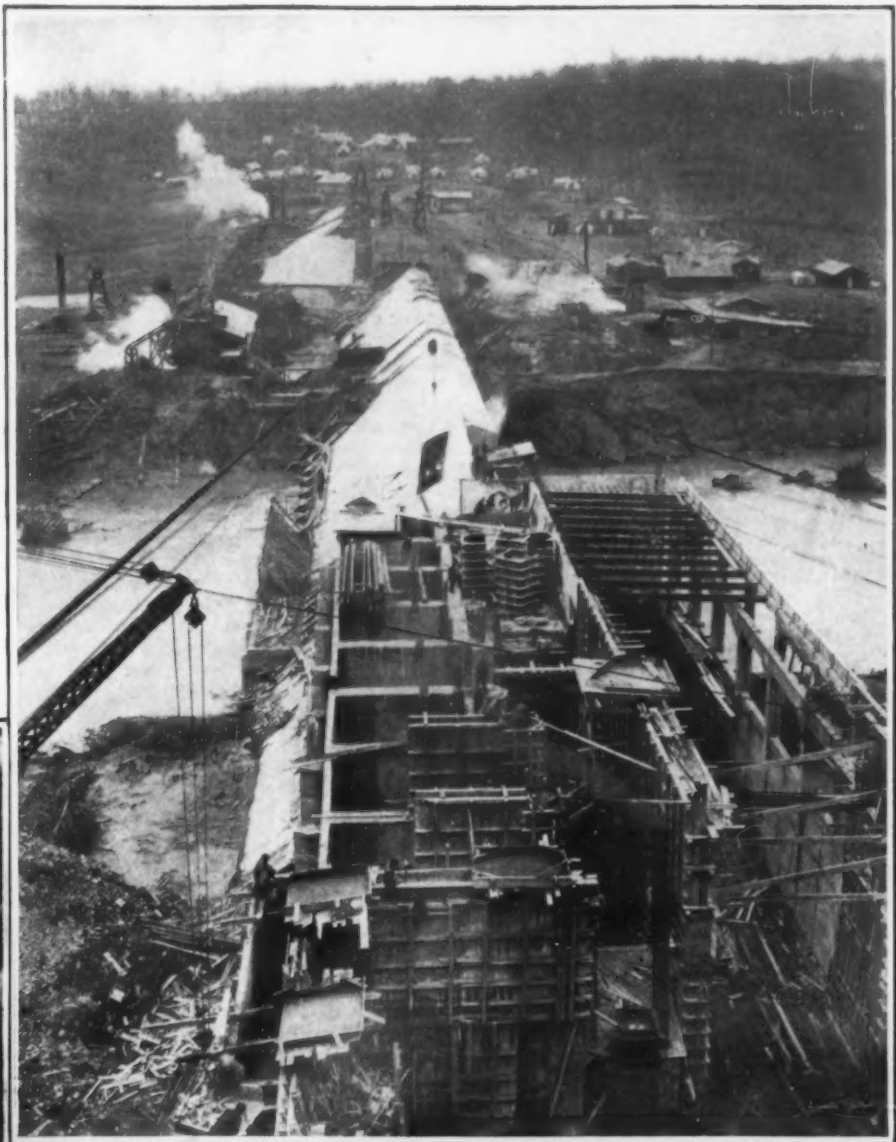
of the World's News



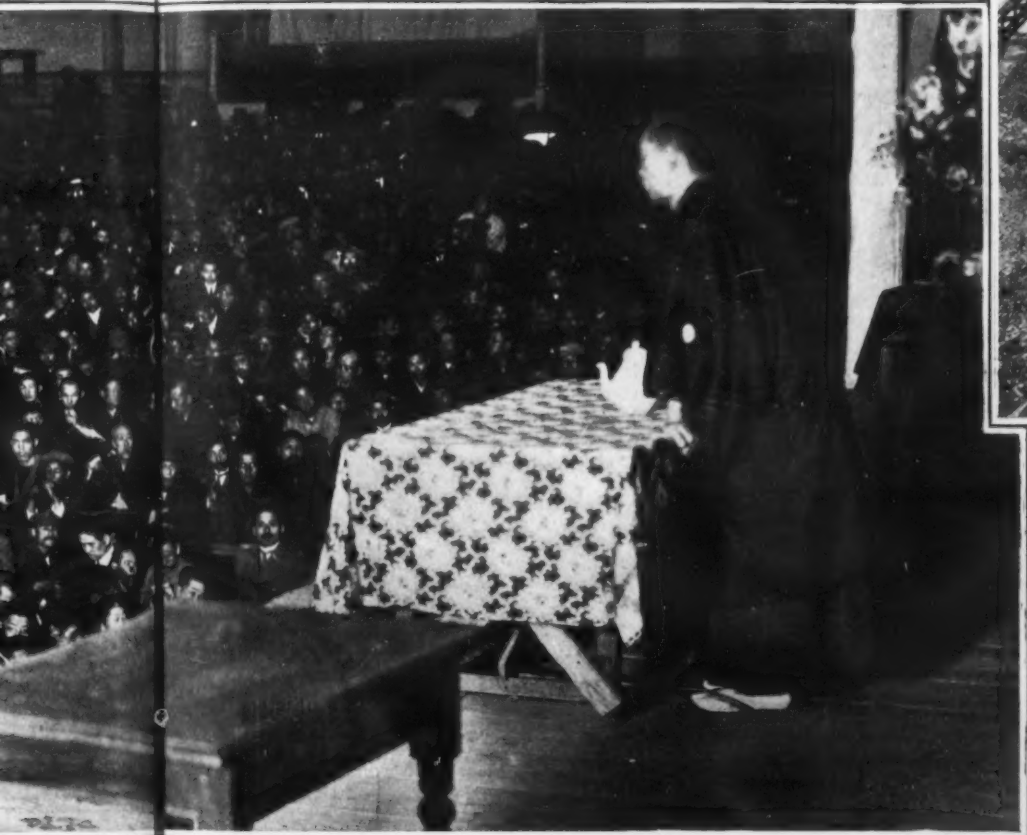
THE PANAMA PACIFIC SEAL
The seal of the San Francisco Exposition 1915 was designed by Alfred Lenz. Columbia stands upon a globe above the verdant isthmus with an olive branch in one hand and a sword in the other.



A HONEYMOON IN A MOTOR-BOAT
Unique use of a motor-boat by the son of Sir John Thornycroft, a noted marine engineer of England. The boat was comfortably outfitted for a long and luxurious cruise.



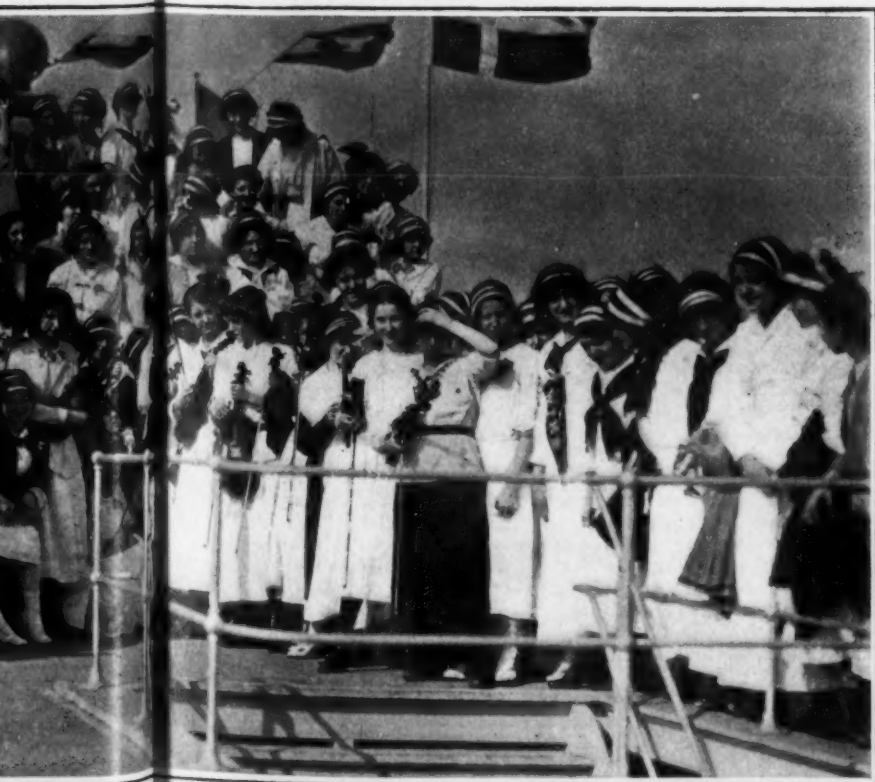
ONE SECTION OF A MASSIVE MISSOURI DAM
Remarkable dam construction on the White River, Mo., which is being completed at a cost of \$1,500,000. It will transmit 1500 horse-power of electric current over transmission lines to Springfield and Joplin, 123 miles distant. The dam is 1300 feet long.



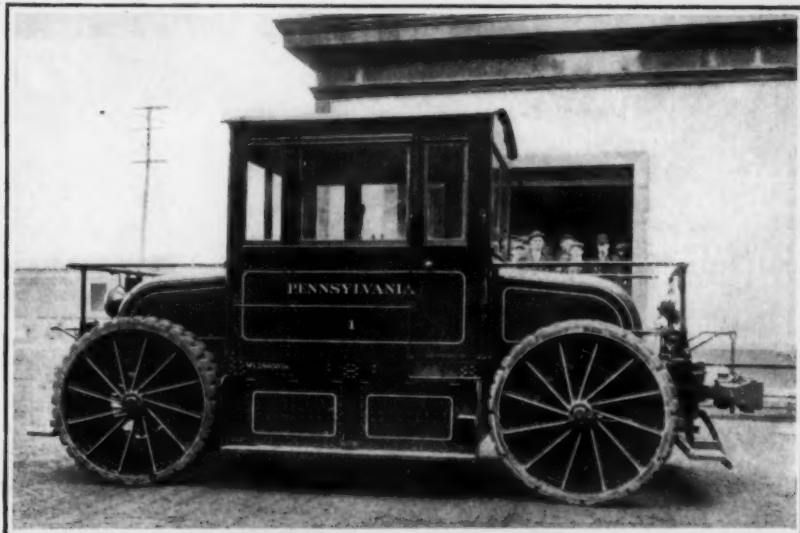
WOUNDED BY CALIFORNIA'S ANTI-ALIEN LAND BILL
The land bill signed by Governor Johnson is said not to be a violation of our treaty with Japan. The war danger of the "jingoism" in both countries has been quieted by wise diplomacy, but which will admit the possibility that the protests of the present ministry and precipitate a crisis.



HITCH YOUR DOG OUTSIDE
The Berlin police regulations now forbid customers to take their dogs with them into a butcher shop. As shown in the photograph, a sign is erected at the door showing where the dogs may be hitched. Our correspondent says nothing about provision against the dogs' fighting!



BOYS ABOARD THE HUDSON RIVER STEAMER "WASHINGTON IRVING"
The Girls' High School of New York City, which is the largest school of its kind in the world and is living lived. A delegation of girls from this school was invited to make one of the first trips on the steamer, and its red-haired delegation was selected.



A NEW KIND OF A LOCOMOTIVE
An electric automobile now in use in the Jersey City freight yards. It is operated by storage-batteries instead of an overhead trolley, and can travel on the street as well as along the railway track. It is therefore an automobile as well as a locomotive.

The Path to Baseball Fame

By H. G. SALSINGER



TY COBB
of the Detroit
"Tigers"

HE was not much of a fielder nor much of a base-runner, but he could hit fairly well. Not one man who ever saw him play thought that he could attain a degree of efficiency sufficient to permit him to become a member of one of the Southern League teams. He made no impression; he was just one of hundreds of boys playing baseball in Georgia.

One day he applied for a position on a team of players who earn their living at some other occupation and play baseball "on the side." The manager needed some one to play second base and he told the boy to go ahead and play. He fielded fairly well and ran bases awkwardly, but he made several long hits that won the game for his team. Later on the young man applied for a position on a professional team and received a trial. He still could hit but could do little else and was released.

With a beginning like that, most boys would quit. This boy did not. He went to another club. He happened to come to play under a manager of long experience who knew baseball ability when he saw it, and knew how to develop talent in a youngster.

"You've got a lot of speed," the manager told the young player. "You should make a fine base-runner if you learn how to use the speed."

The boy listened. In the evenings the manager would take the boy to an amusement park outside the city; on the way out and back he talked baseball to him. He told him of the large cities of the North, of the stadiums that were called ball parks, of the special cars on which major league teams rode, of the thousands of people that cheered their favorite players.

And all the while the boy listened and dreamed.

Each morning the young player reported at the ball park. Sometimes the manager was present, and at other times the boy hunted out an obscure corner and practiced by himself. He was told that to become a good base-runner he must know how to start quick from the plate, and must also know how to slide. He set out a board that served as a home plate, wielded a bat, hit the imaginary ball, and was off for first. He tried this many times each day, and he tried sliding.

Often the boy went home with his legs a mass of bruises. He bandaged up his legs, put on another pair of trousers, and went back to his task. His mind was settled on the One Thing.

One day a major league "scout," looking for ball players who have ability, visited the town down in Georgia. He noticed the thin boy who hit well. Finally the club that employed the "scout" decided to take the boy. They paid the Georgia club \$750 for the Georgia club's release on the young man's services.

Soon thereafter the papers throughout the country carried a two-line item informing their readers that "The Detroit club has purchased Ty Cobb."

He came to Detroit in 1905, about the middle of the season, and has been with that club ever since. To-day he is regarded as the greatest ball player in the world.

Ty came into the major league as a fair hitter. He was a poor fielder, and there were many others who made him look like a novice when it came to running bases. To-day he is recognized as the greatest base-runner of all time.

Cobb achieved his rank by recognizing his weak points and overcoming them. Hundreds of other players have either failed entirely or never got above the average because they tried to hide their weaknesses. Cobb had speed, but many other players have as much speed as he has. There are many boys in the country to-day playing on amateur or semi-professional teams who can run bases as well as Cobb did when he entered the major leagues.

Cobb wanted to become proficient in everything that pertained to his job. He could not field, so he picked the best fielders in his league and studied their system carefully. Cobb would come early for practice and stay late. He fielded all the fly balls he could induce the "fungo hitters" to bat him in practice; he asked for line drives and ground hit balls; he wanted them at difficult angles, just out of reach, over his head, far to either side of him. He asked for balls



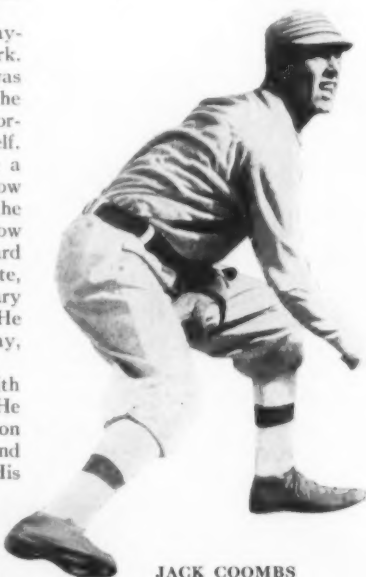
ED. WALSH
of the Chicago "White Sox"

hit in that direction where he knew he was weak in fielding, and he continued till he became so proficient that he could judge a fly ball to the fraction of a second.

He practiced bunting the ball till he was a master at that. He practiced a position at the plate, one that would give him the best advantage for a quick start after connecting with the ball. When that manager down in Georgia first noticed Cobb, one of his weaknesses was his slow start. To-day Ty's great success is attributed to his flying start. He has his top speed at his second step.

There has not been a player in modern baseball who used as many slides nor who was as hard to tag as Cobb. The difficulty in tagging Cobb comes through his slide. He can throw his body in any direction and get away from the man holding the ball. He slides into a base and hooks one toe into the bag to anchor himself. He can slide in eleven different styles.

Cobb has practiced sliding for hour after hour, until it is second nature to him. He tried to slide under every condition that might arise and schooled himself so that he slides into a base without first thinking about it. He slides as readily as he starts for first when he hits the ball. It is a habit with him.



JACK COOMBS



CONNIE MACK
of the Philadelphia
"Athletics," one of the
few great managers who
runs a regular school of
baseball



EDDIE COLLINS

Take the case of Jack Coombs, the pitcher who was chiefly responsible for pitching the Philadelphia Athletics into two American League pennants and two world-championships. Coombs had a powerful throwing arm, but a pitcher with only a powerful arm might as well stay out of the major leagues unless he can learn to control his speed and also learn other things.

Coombs learned control much as Cobb learned to start fast and to slide. Constant practice made him ruler over his speed. He then pitched with success because he threw a ball so fast over the plate that the batters could not touch it. But one day he suddenly felt something snap, and he could hardly raise his arm. His speed was gone; his career seemed at an end.

He waited, took exercise to strengthen the arm and "nursed" it along. He also used his eyes to study every great pitcher whom he could see in action. Every major league pitcher has some certain delivery on which he depends. With Walsh it is the spit ball; Johnson has a fast ball with a jump; Mathewson uses a "fade-away" delivery principally; Marquard likes to pitch a fast one, and so forth. Coombs took from each pitcher the most valuable point in his delivery and tried to make them all into one. As his arm grew stronger he began using the different deliveries and became the wonder of the American League. He could pitch a fairly fast ball again, could pitch several kinds of curves, and besides all that he was a brainy pitcher. It took many months to reach the standard that Coombs acquired but it was chiefly his pitching that gave Philadelphia a few world's championships.

Christy Mathewson, the greatest pitcher of the modern school, started in at a tender age.

Christy lacked control. He figured out that the best way to get it was by practice. He rigged up a board with a hole a trifle larger than a baseball in the center. This he set up in front of the barn back of his home in Pennsylvania. Winter and summer Mathewson practiced throwing a ball the required distance and trying to throw it through that hole. He kept pitching at that hole until he finally succeeded in sending the ball through it more times than he missed it.

To-day Mathewson is the dean of major league pitchers. It is due not so much to the deceptiveness of that "fade-away," which breaks away from the batter and curves out, and it was never due to any terrific speed that his fast ball carried, but to deep and quick thinking. He pitches for a team that invariably is in the pennant race. Being the chief of the New York pitching staff, most of the hard work has fallen to the lot of Mathewson all these years. He worked harder than any team-mate or opponent in his league, season after season—outlasted the

others. He studies every batter that comes before him, finds out his weaknesses and succeeds in outguessing him. Determination, doggedness, and studying have made Mathewson the master of his art.

The American League presents a good example of this type of successful pitcher in Ed. Walsh, called "The Work Horse of the Big Leagues." Walsh has a wonderful physique and is famous for three things: (1) His ability to pitch more games a year than any man in the game. (2) His wonderful spit-ball. (3) His throw to bases to catch base-runners off the sacks.

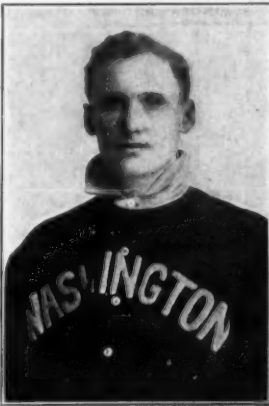
His great strength and powerful build helped him to success in pitching the spit-ball, for strength is chiefly required to win games with this delivery. Walsh is the only pitcher who ever became a permanent star chiefly through the use of the "spitter." But it was long and tedious practice that enabled him to become a master in "nipping" base-runners. When a man gets on base in a game that Walsh pitches, he does not take a long lead. You rarely see Cobb, Milan, Collins, or any of the other crack base-runners take more than half

Nearly every pitcher has some movement which tells the base-runner when the pitcher intends to throw to the sack he occupies. Walsh has no such movement. The base-runner cannot tell by watching Walsh's shoulders, neck, elbows or feet whether he intends to pitch the ball to the batter or throw it to the baseman. It is one of the most remarkable feats ever accomplished by a pitcher.

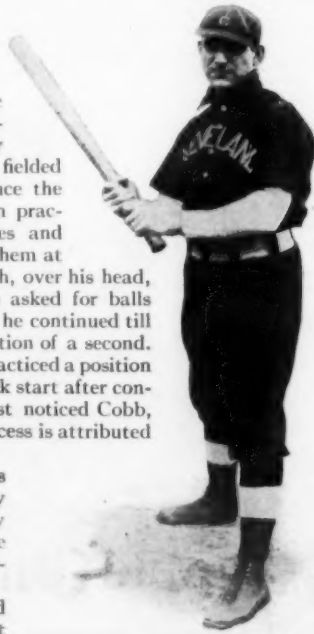
Walter Johnson, the best pitcher in the American League, was a weak fielder when he came to Washington. A pitcher may not be able to hit for an average of .007 and be a success, but he must be able to field his position to attain a degree of greatness. The batter is quick to learn whether a pitcher can field or not; it is one of the first tests the big league pitcher is put to. If he can't field, the batters begin bunting the ball. Only last year two pitchers were released by American League clubs because of their inability to field their positions. They had better deliveries and more effective deliveries than the average pitcher, but they could not win their games half the time because the opposing team started bunting the ball toward the box; while the pitcher scrambled around after the ball the bases were being filled, men were scoring and the entire team behind the pitcher would "go up in the air."

With Johnson it was somewhat different. He had a more effective delivery than anybody in the League. He could have gone along winning games without improving on his fielding, because batters would find it difficult to bunt his fast ball consistently. But instead of trying to cover up this fault by a fast and deceptive delivery, Johnson perfected himself in fielding. He became efficient in that line and is now a star without a blemish.

Larry (Napoleon) Lajoie was for years rightfully called "King of Second



WALTER JOHNSON
of the Washington "Senators"



NAPOLEON LAJOIE
of the Cleveland "Naps"



CHRISTY
MATHEWSON
of the New York
"Giants"

(Continued on page 602.)



Serve Two With Cream and Sugar

Puffed Wheat and Rice the exploded grains—are filled with a myriad cells.

Each cell is surrounded by thin toasted walls, which melt away into almond-flavored granules.

In the morning, served with cream and sugar, these are royal dishes.



Two with Fruit Note the Nut-Like Blend

Puffed Wheat and Rice taste much like toasted nuts. That's due to terrific heat. Mixed with berries, or with any fruit, they add a delicious blend.



Two at Night Floating in Bowls of Milk

Puffed Wheat and Rice are eight times normal size—four times as porous as bread.

They float like bubbles in a bowl of milk.

These are whole grains made wholly digestible. Crisp, airy, toasted wafers.

No other grain-made morsels are so delightful, or so easy to digest.

The Other Four

Use the rest like nut-meats in cake frosting, or as garnish to ice cream.

Or use in making Puffed Rice candy. Directions are on the package.

Or let the children eat them dry, like peanuts, when at play.

Thus these ten dishes will reveal to you the endless fascinations of Puffed Grains.

Puffed Wheat, 10c
Puffed Rice, 15c

Except in
Extreme
West

The Quaker Oats Company
Sole Makers—Chicago

Let Us Buy 10 Dishes

For Your Folks to Try

This Coupon, at your grocery store, pays for a 10-cent package of Puffed Wheat—enough for ten big servings.

Please cut it out—present it. Pay no money, for your grocer will collect from us.

Then serve the grains in the ways we show. Let your folks enjoy them.

Then ask those folks if any ready-cooked cereal ever tasted half so good.

To 22,000,000 Homes

We make this offer, every spring, in 22,000,000 copies of various magazines. And some 200,000 grocers stand ready to accept the coupons.

All because these enticing foods tell you more than words can tell.

Thus we spread to countless new homes one of the great food delights of the century.

Prof. Anderson Wishes You to Know

Prof. A. P. Anderson, who invented these foods, wishes every home to know them.

For these Puffed Grains are scientific foods, despite all their fascination.

Every food granule has been blasted to pieces, so digestion can instantly act.

Inside of each grain there occurs, in the making, 125,000,000 explosions.

trifle of moisture, and this heat turns that moisture to steam.

When the steam pressure reaches 175 pounds, the guns are unsealed and the grains are exploded. Each granule is blasted into countless atoms. The grains are puffed to eight times normal size.

Yet the grains come out, shaped as they grew, with their coats unbroken.

The process is this:

The grains are sealed up in mammoth bronze-steel guns. Then the guns are revolved for 60 minutes in a heat of 550 degrees.

Each grain contains not less than 125,000,000 granules. Inside of each granule there's a

Thus are created the best-cooked foods in existence. No other process makes grain so digestible. Serve any hour, from morning to bedtime, for these foods don't tax the stomach.

From the expert's standpoint, these exploded grains form the greatest of food inventions.

10-Cent Package Free

Take this coupon to your grocer and he will give you, at our expense, a full-size package of Puffed Wheat.

If you prefer the Puffed Rice, which costs 15 cents, this coupon is good for 10 cents toward it. Pay the grocer 5 cents in addition.

The Puffed Wheat, to a coupon holder, is entirely free.

Accept this offer in fairness to yourself. It means a 10-meal treat. You will never forget the delight of them.

Cut out this coupon now. Lay it aside, and present it when you go to the store.

SIGN AND PRESENT TO YOUR GROCER

Good in United States or Canada Only

This Certifies that my grocer this day accepted this coupon as payment in full for a 10-cent package of Puffed Wheat.

To the Grocer

We will remit you 10 cents for this coupon when mailed to us, properly signed by the customer, with your assurance that the stated terms were complied with.

THE QUAKER OATS COMPANY
Chicago

Name

Address

Dated.....1913

This coupon not good if presented after June 25, 1913
Grocers must send all redeemed coupons to us by July 1st

NOTE: No family is entitled to present more than one coupon. If your grocer should be out of either Puffed Wheat or Puffed Rice, hold the coupon until he gets new stock. As every jobber is well supplied, he can get more stock very quickly.

10-Cent Coupon



A Bicycle That's Built Like the Iver Johnson Revolver

Do you realize what that means? Of all steel mechanisms, a revolver is subjected to the severest strains and demands the finest grades of steel and the highest standards of machine work and tempering. These are the standards which obtain in our factory and which apply as fully to our bicycles as to our revolvers.

The Iver Johnson Bicycle is just as perfectly machined and tempered as the Iver Johnson Revolver—and several million men know how splendidly our revolver is made. We have been making high-grade bicycles for nearly 30 years, and the 1913 models are a little better than any we have yet produced.

IVER JOHNSON

Iver Johnson Bicycles cost from \$30 to \$40, with special models a little higher. Our "Heavy Service" bicycle is for store delivery. It is reinforced throughout—wide hubs, tandem spokes, heavy rims and tires. Our juvenile bicycles—"Boy Scout" and "Campfire Girl"—are in every respect the equal of our men's bicycles. Prices—\$20 to \$25. Also in our 70-page book we tell all about the most advanced motor cycles, single and twin cylinders, that have yet been produced. Send for this book; it's FREE, but contains information about revolvers, shotguns and cycles that would be worth paying for.



IVER JOHNSON'S ARMS & CYCLE WORKS

New York: 99 Chambers St.
San Francisco: Phil. B. Bekeart Co., 717 Market St.

293 RIVER STREET
FITCHBURG, MASS.

Think How Long You've Bothered with That Same Old Corn

Perhaps you have pared it an hundred times and seen it grow again.

You have daubed it with liquids, maybe. Or used old-time plasters.

And the corn remains as bothersome as ever. It will remain until you treat it in a scientific way.

Other folks do this:

They apply a Blue-jay plaster, and the pain stops instantly. Then, for 48 hours, they forget the corn.

In two days the corn is loosened, and they lift it out.

No pain, no soreness, no discomfort. And no more bother with that corn.

A million corns monthly are now being removed in this gentle, modern way. Try it on that old corn.

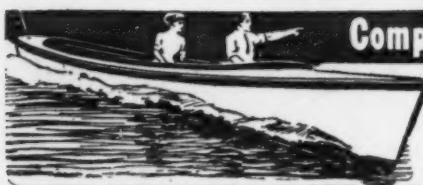


A in the picture is the soft B & B wax. It loosens the corn.
B stops the pain and keeps the wax from spreading.
C wraps around the toe. It is narrowed to be comfortable.
D is rubber adhesive to fasten the plaster on.

Blue-jay Corn Plasters

Sold by Druggists—15c and 25c per package
Sample Mailed Free. Also Blue-jay Bunion Plasters.

(290) Bauer & Black, Chicago and New York, Makers of Surgical Dressings, etc.



Complete Launch With Engine \$94.50

10, 15, 20, 25, 30, 35 and 45 footers at proportionate prices, including Family Launches, Speed Boats, Auto Boats and Hunting Cabin Cruisers. We are the world's largest Power Boat Manufacturers.

A NEW PROPOSITION TO DEMONSTRATING AGENTS
Sixty-four different models in all sizes ready to ship, equipped with the simplest motors made; start without cranking; only three moving parts; ten-year-old child can run them. Write and receive fully guaranteed, 15,000 satisfied owners. Write today for large Free Illustrated Catalog.
DETROIT BOAT CO., 1148 Jefferson Ave., DETROIT, MICH.

In answering advertisements please mention "Leslie's Weekly."

The Path to Baseball Fame.

(Continued from page 600.)

Sackers." There will never be a more finished fielding infielder than the Frenchman was in his prime. Age has slowed him up considerably and he can not move around as fast as he used to, but to those who saw him play while he was at his best Lajoie will ever remain the exponent of the "poetry of motion" on a ball-field.

Lajoie achieved his fame as a fielder by going after every opportunity, no matter how small the margin of possibility of fielding the ball happened to be. "Always go after everything," he said, "you can never tell but that the ball will hit a piece of hard clay or a pebble or something on the ground that will cause it to turn in your direction and bound within reach of your hands. I have made many plays that seemed impossible when I started after the ball, but which I made because the ball took an unexpected bound. If you don't try, you'll never get there."

Eddie Collins, the great second baseman of the Athletics, one of the best hitters in the game, causes people to wonder how a player of his build can hit a ball so far and so hard as Collins does.

Collins was a student at Columbia University when Connie Mack engaged him for his team. Mack conducts a sort of baseball school, having the young players sit on the bench day after day and pointing out to them the fine points of the game. He also has a class every morning, and all the members of his team are required to attend. The game of the day before is reviewed; every important play is brought up for discussion, and Mack points out any mistake that was made. Then the game ahead is taken under consideration, and Mack tells the players the weak points and the strong points of the players on the opposing team. The entire plan of attack is mapped out.

This school developed the pennant-winning Athletics of 1910 and 1911. They also won the world's championship. Outside of the world-champion Chicago Cubs, there was probably never a team that had the same sort of evenness, the same machine-like aspect, that Philadelphia had in 1910 and 1911. They were all graduates of the "Mack College of Base Ball"—Frank Baker, Danny Murphy, Eddie Collins, Jack Barry, Jack McInnis, Harry Davis, "Rube" Oldring, Bristol Lord, Amos Strunk, Ira Thomas, Jack Lapp, Jack Coombs, "Chief" Bender, Eddie Plank—every one a star and all of them members of the baseball school that Mack conducted daily.

The story of success of a big league star is the story of perseverance, persistence, steadfastness. Great ball-players are not born but made.

How a Great Railroad is Built.

(Continued from page 594.)

had been sent secretly to the Yellowhead Pass, and almost before the rival road had "come to" the engineers had plotted the right of way and the plans had been deposited with and officially approved by the Government. Because of this clever ruse the Grand Trunk Pacific has the choice of route through the Yellowhead, while its rival picks its way as best it can.

Once the right of way is settled upon, the next step is the purchase of the land over which the road will run. The road usually pays from twenty to fifty per cent more than the land is worth, but even at that many owners refuse to sell. In that event, the land is "condemned," and the question goes into court, where a price is fixed. For if the Government O. K.'s a road, land-owners have no alternative—they sell.

With the right of way established, another great army of men enter into the field. The railroad does not build its own road. It is turned over to contractors, and is usually let in sections of from two to three hundred miles. The contractor must live up to certain specifications, just as though he were building a house. And he furnishes everything, men, teams, machinery, food, and material. Few people realize what this means. A contractor must be very near to a king. For instance, there is the Hazelton section, in the mountains. It is less than 200 miles in length. Before a single shovel or pick was engaged in the building of this section, the contractors had to equip themselves with a fleet of steamboats, at a cost of \$200,000. They had to build scores of camps, at from \$2000 to \$4000 a camp. Each of these centers had to be stocked with provisions, supplies and materials almost before a builder was brought in. Before these contractors moved a shovelful of earth or fired a single blast they had spent over six million dollars!

Each contractor's camp is like a small city, with its stores, hospital, scores of

sleeping shacks, kitchens, dining-rooms, warehouses and barns. At times supplies had to be brought in from fifty to a hundred miles by team and human "freighter." At one time, in the mountain sections, 1300 teams were engaged in bringing in the supplies necessary to the 30,000 men who were at work. Consequently every contractor's camp has a large book-keeping department with dozens of clerks and stenographers. The contractor does only the grading—that is, prepares the bed of gravel, rock and earth on which will be laid the ties and steel.

In addition to the contractors' camps are those of the engineers. Over all is the chief engineer. Next to him, and in charge of from 300 to 600 miles, is the divisional engineer. For every 100 miles there is an assistant engineer, and for every ten miles a resident engineer. The divisional engineer's camp is in itself a little city. All of the plans and specifications for the contractors and sub-contractors are made at divisional engineer headquarters; the assistant engineer is the "architect" who is constantly traveling up and down to see that all is going well, and the resident engineer is always on the "working ground."

After the contractors are through come the railroad company's forces—and with them the "pioneer car." There are 250 men with this track-laying machine. This machine drags along four or five flat-cars with it, loaded with ties and rails. Along each side of the car runs a trough-like device equipped with a "carrier," and along this carrier the ties run, just as cakes of ice are drawn up a chute. The carrier projects ahead of the pioneer, and on each side gangs of men meet the ties as they are brought forward and place them at equal distances on the road-bed. Meanwhile, a gigantic crane is lifting steel rails and swinging them in position to be lowered on to the ties. All the work of men is done on the run, and the track-laying machine never stops, but moves steadily forward at a snail-like pace, unless halted by accident. The rails are not spiked as they are laid, and the cars are running on "loose" rails. In this way from two to four miles of track are laid a day.

Immediately behind the track-laying outfit follow the "tie buckers" and "rail men"—gangs that arrange more accurately both ties and rails. Directly behind them are the first "spikers," who drive spikes in every other tie; then follow the second spikers, and after them are the more important "nippers"—men whose duty is to even up all the rails. Most important of all the workmen behind the pioneer are the "aligners" who take the kinks and bends out of the rails. Now comes the first work-train, with its steam-shovels and ballast. Millions of tons of gravel and rock are carried and dumped between and alongside the rails, and then the whole track is jacked up bodily, and twelve inches of ballast, packed as hard as cement, placed under the ties. The track is then lowered, and ballast put between the ties. The railroad is now built, so far as present work is concerned, but it will take many months, and perhaps years, before the road-bed has "settled," and become as firm as rock.

When one knows that it cost \$30,000 to build a "cheap" mile of road, he can guess at something of the work that has been done. But what must the operations be when a mile costs half a million or more? I was fortunate enough to see building operations on a mile of road in the mountains which was costing \$400,000 for the road-bed alone. In the mile there had to be blown up with dynamite nearly 300,000 cubic yards of solid rock. When I arrived the builders were just completing one of the largest "coyotes" that had been made in the mountains. A "coyote" is a great chamber made to contain a great charge of powder and dynamite. In this instance a tunnel four feet square had been made fifty feet back in the rock, and at the end of this tunnel was a chamber in which had been packed two hundred and thirty-five thousand pounds of dynamite, or over one hundred and fifteen tons! This enormous charge was fired by electricity, and the report was heard thirty miles away. The one "shot" loosened 95,000 cubic yards of rock.

Almost the whole of the 100-mile section of the Grand Trunk Pacific near Aberdeen was cut through rock. The quantity of dynamite, black powder, and "virite" consumed was enormous. To fashion the permanent way between Prince Rupert and Kitselas Canyon over two million shots, or blasts, were fired. These varied in proportion from small puffs removing a ton or two of rock to mighty upheavals which threw out the side of a mountain. It was

(Continued on page 603.)

The Motorcycle as an Aid to Health

By GEO. M. JOHNSON

FUNNY, isn't it? Only fancy any person speaking of a motorcycle as a health-bringer! The very idea of one of those dirty, noisy contraptions an aid to anything, let alone health!

The above is supposed to be a verbal half-tone of the mental processes of the Average Reader, when he scans the title of my humble story. If it reflects your attitude, I fear you must relentlessly be consigned to the A. R. class, and the A. R. (all honor to him!) knows as little of the modern motorcycle as I know of Sanscrit roots; let me hasten to explain that my knowledge of the last mentioned commodity is not considerable.

There are more popular misconceptions abroad concerning the motorcycle than—well, say the best way of curing a cold. And none of them does the machine more injustice than the common asseveration that it "joggles the life out of one," and is therefore a deadly menace to the health of whoever is rash enough to risk his life in the saddle. Motorcycling contains an element of danger—what red-blooded outdoor sport does not?—yet the danger element is confined to professional racing, or to inexcusably reckless speeding on the road.

Now, so far from admitting that motorcycling is harmful from the health standpoint, I maintain precisely the opposite. Motorcycling is an aid to health, and a very positive aid at that. To back up my statement, I have four years of constant riding experience behind me, not to mention the testimony of the small army of other riders that I have known and met. And I have never known or heard of a rider who was not wildly enthusiastic over the pleasures and benefits to be derived from the sport.

To begin with, a motorcycle does not shake the life out of one. That was possibly true to a slight degree years ago, in the early days of motorcycle development, but since the motorcycle has ceased to consist of an "engine strapped in a bicycle frame," it has been entirely done away with. The comfort of any vehicle depends upon the perfection of its springing equipment, and there is every gradation, from the springless farm wagon, where it is unsafe for the traveler to talk, lest his teeth snap off the end of his tongue, to the perfectly sprung automobile of the present time.

And the up-to-date motorcycle is a model of springing—springs on the front forks, springy grips on the handle-bars, a springy saddle that rides like grandma's feather bed, and on some machines a spring frame—all designed to iron out and make smooth the rough places in the highway; for the joggle, what there is of it—comes from an uneven road; not a bit of it is due to engine vibration, as is quite generally supposed by the unenlightened.

Personally, I have never suffered the slightest ill effect from my four years of motorcycle riding, nor have I heard of anyone who has suffered. I have ridden as far as two hundred and forty miles in a single day, and the only result was a good healthy "tired feeling," that caused me to sleep ten hours without a peep. And an occasional condition of physical exhaustion, brought about in a natural way, is certainly good for man or beast.

This ought to prove that the motorcycle, when not abused, is at least not harmful. But the motorcycle is more than merely "not harmful;" it is an actual benefit in more ways than one. In the first place, anything that serves to take people out into the open air is a decided boon to mankind. All of us spend too much time cooped up in stuffy houses, breathing tainted air over and over again. The bicycle did a vast amount of good in the height of its popularity by taking its devotees off into the country. Yet bicycling was too strenuous, especially in hot weather and in a hilly country. But steep hills need no longer have terrors for the tourist; instead of breaking his back pedalling, or wearily pushing his mount to the summit, he simply opens the throttle a trifle, and purrs smoothly up that hill; as easily as the bicyclist coasts down the opposite side.

Riding a motorcycle is in itself a mild form of exercise, just as horseback riding is so considered. As a flesh reducer it compares favorably with the latter, for the gentle motion imparted through the springs is just as efficacious as the jouncing produced by the trot of a nag, and far less uncomfortable. I have never experienced anything that shook up my internal workings more thor-

oughly than the heart-breaking jolt, jolt, jolt, of a trotting horse; compared to that, motorcycle riding, even over the roughest road, is the acme of comfort.

A motorcycle ride is my standard headache cure, worth more than all the "dope" that ever came over a drug counter. One evening I had a genuine "splitter," one of those which make their owner feel as though a squadron of pile-drivers are at work within his skull. I dragged the machine out of her shelter, that slight exertion serving to speed up the pile-driver effect noticeably, and was off for a spin. I wore no hat, and the cool breeze of the summer evening was more than refreshing. Gradually the headache disappeared, and by the time I reached home again, after riding about the city for an hour or a trifle over, there was not the slightest trace of it left.

People often ask me about the "nervous strain" of driving a powerful motorcycle. Many touring machines on the market can reel off their fifty to sixty miles an hour, or even better, and if a rider is foolish enough to keep the speed needle in the region of these figures for any considerable length of time, I can well imagine that it might be attended by a fair degree of nervous strain. My own riding has been neither conservative nor reckless, but a happy medium between the two—that of a motorist who is satisfied to plug along at a moderate pace until some one tries to pass him where the road is smooth and safe; then, to paraphrase the words of the poet:—

"On with the gas; let juice be unconfined!"

It is such occasions as this which furnish the only opportunity for nervous strain, and needless to say, it then comes only at choice of the rider. No one is compelled to wear out his tires through over-indulgence in impromptu races.

Aside from the motorcycle's value as a health-bringer, there is the practical utility of the machine, which is a subject that I might rave over indefinitely, for my enthusiasm is of the virulent type. My motorcycle proves its value in endless ways—on short or long trips, where I otherwise would be compelled to patronize steam or trolley cars, on fishing and hunting excursions, and so on. And the traveling by motorcycle is done at less expenditure of time, money, and bother than by any other mode of conveyance. If I wish to wear good clothes, my garments will be amply protected from flying particles of dust by leggings and an auto duster.

Motorcycles are reliable—just as much so as automobiles; the day has long since departed when a rider took big chances in venturing out of reach of a repair shop. In September of 1912 a western rider actually attempted a three hundred and fifty mile trip through the roughest part of Michigan without taking tools of any kind and with no tire repair kit. That was a rather risky thing to do—what autoist would dare to leave his tools and tire outfit at home, when starting forth on a trip of that kind?—but the motorcycle rider had unbounded faith in the staunchness of his mount. And he actually did get through, without one speck of trouble! What stronger evidence could be furnished as to the motorcycle's all-around reliability?

It has been fashionable to scoff at the motorcycle and to look down upon any person who owns one, but the day of the two-wheeled automobile has at last arrived. The public is gradually waking up, and is beginning to realize what a good thing it has been missing; while those of us who are time-honored members of the ranks, smile, and chorus: "We told you so!"

There is room for many in this newest of outdoor sports. Are you one of us?

How to be Happy

Governor Sulzer of New York

THE aim of life is happiness. I have found that the best way to be happy is to make others happy. In a few words to be unselfish, to be liberal in your views to have few prejudices, and those only against wrongs to be remedied. To be kind, to be true, to be honest, to be just, to be considerate, to be tolerant, to be generous, to be forgiving, to be charitable, and to love your neighbor as yourself. To do what you can day in and day out for those we meet; to make the hearthside happier, and to do our part faithfully, regardless of reward, for the greater and the grander civilization.

Vitalized Rubber Diamond (No-Clinch) Tires answer your demand for "More Mileage"

Our chemists have discovered a scientific process of toughening pure rubber.



All types of Diamond Tires are now made of Vitalized Rubber—a flint-like, road-resisting

rubber that retains all the young, lusty vigor of the pure gum with no loss of elasticity.

Perfect 3-Point Rim Contact an additional Diamond advantage

Our engineers have built up and torn down thousands of experimental tires in an effort to produce a perfectly constructed tire that would give you the "More Mileage" tire you have demanded.



Cross Section of Diamond Safety Tread Tires

In Diamond Tires each thread of fabric and every ounce of rubber is combined to give the greatest strength and resistance, with no unbalanced strains at unsupported points—*Perfect 3-Point Rim Contact*.

Add to these advantages the No-Pinch Safety Flap, for inner tube protection, and, if you wish, the now famous Diamond Safety (Squeegie) Tread, and you have absolutely the most satisfying tire money can buy.

So this time buy Diamond Vitalized Rubber Tires—you can get them to fit your rims at any of the

25,000 Diamond Dealers
always at your Service

"The Divine Abyss,"

John Burroughs calls it.

John Muir speaks of "wildness so Godful, cosmic, primeval."

Joaquin Miller says "color is king here."

You and I, after seeing the Grand Canyon of Arizona face to face, will be glad that this titan of chasms is in our own land, U. S. A.—rather proud, in fact, and rightly so.

That popular slogan, "See America," necessarily includes Arizona's world-wonder. But the Grand Canyon is more than a spectacle, more than a vision.

It is a place where you can spend days and even weeks, muleback, horseback or afoot. You may join the usual sightseeing parties, à la Cook, or go alone on special trips. You may hit the trail to the depths and back. You may stay down in the Canyon awhile and follow the trails along the inner plateau. You may traverse the rim boulevard, in coaches fit for a king. You may leisurely follow the rim bridle paths, on foot or in the saddle. You may canter briskly through the fragrant pines of Tusayan forest.

The air is like wine, with this difference: that the morning after is just as delightful as the day before. At the Canyon top you are nearly a mile and a half above sea level. The Colorado River is a mile below you. Between the two are found as many climates as a woman has moods, except that there are no tears—the atmosphere is so dry.

Here, O tired traveler, you have rest, recreation and earth's most startling scenic spectacle.

And the Indians.

And John Hance.

And Fred Harvey's El Tovar Hotel.

Speaking of Indians—this is the very heart of the red man's country. One favorite camping trip is to Cataract Canyon, a tributary of the Grand Canyon, where the Havasupai Indians live, far down beneath earth's piecrust.

The Bedouin Navajos often come to the Canyon, also the home-loving Hopis, and an occasional Wallapai. They spin and weave, and make silver ornaments. They live the simple life in primitive hogans and adobes.

In the woods you may come across a bobcat or a deer. Birds are plentiful. The flowers are many and brilliant-hued. Pines and cedars give a touch of green and afford friendly shade.

You may meet John Hance, the pioneer guide, noted for his true stories of things that never happened. Canyon old-timers are in a class by themselves. The wilderness breeds self-reliance, an observing eye, a reflective mind and a quiet humor.

You will enjoy luxurious El Tovar Hotel—chiefly because it is unlike other hotels. Bright Angel Camp annex caters to those who prefer lower-priced accommodations. Both are under Harvey management.

The great big Canyon itself, though, is reason enough. One never tires looking at it.

Imagine a gulf of gorgeous color and gigantic forms, a mile deep, two hundred miles long, and thirteen miles wide. At the bottom a river flowing through a narrow granite gorge, itself subordinate to the main chasm. Terrifying? Yes. Lovely? Yes. It grips you, thrills you, calms you, as does the sea or the desert.

The trip thither is easily made on the Santa Fe. Merely a short railroad ride from the main transcontinental line at Williams, Arizona. In a Pullman all the way, if you choose. Only seven and a half extra dollars for railroad fare. Stay three days, at least; you ought to stay a week. You will find complete information about sights worth seeing, and the cost, in our illustrated book, "Titan of Chasms." The cover is a four-color reproduction of a painting of the Grand Canyon by W. R. Leigh. The text comprises articles by Major Powell, Chas. F. Lummis and C. A. Higgins. Address your request to W. J. Black, Passenger Traffic Manager, A. T. & S. F. Ry. System, 1061 Railway Exchange, Chicago.



The Red Peril—Socialism

A POLEMIC encounter between Dr. John Wesley Hill, President of the International Peace Forum, and Dr. Bouck White, author and Head Resident of Trinity House, Brooklyn, occurred recently before an audience of 2,500 people, at Webster Hall, New York City. The subject of the debate was "Resolved: that Socialism is a peril to the State and the Church." Dr. Hill opened the debate, with an address of forty-five minutes, followed by Dr. White, who spoke for an hour and a quarter. Dr. Hill occupied thirty minutes in closing.

Many representative Socialists were present, including William Haywood, who, at

economic Determinism, characterizing it as gross materialism, the destroyer of individual incentive, a benumbing influence upon spiritual sensibilities and a purely automatic and mechanical basis of society.

Dr. White, in replying, misquoted Dr. Hill, declaring that he had described marriage as conditioned upon property possession, and from this premise the Socialist orator built up many conclusions in keeping with the Socialist philosophy. He inveighed against the existing order, denounced capital, property and directive force, closing with the statement that the Socialists are willing to sell their clothes



NOTABLE DEBATE ON SOCIALISM

Dr. John Wesley Hill, President of the International Peace Forum, quoting authorities in his debate on Socialism with Dr. Bouck White, Head Resident of Trinity House, Brooklyn, N. Y. Seated upon the platform beginning at the right are John Hays Hammond, Col. George Clinton Batcheller, Hon. Wm. J. O'Donnell, Miss Inez Milholland, moderator, and Dr. Bouck White. The vacant chair was occupied later by William Haywood, who indulged in violent Socialistic utterances.

the conclusion of the debate, declared that Socialism is an enemy to the State and the Church, that the working people of the country want no God, and that the hope of Socialism is in the overthrow of civil authority, and prophesied the day would come when the Socialists of the world would dispense with God.

Dr. Hill argued that the Socialist state is of necessity incompatible with our present civil state, that the present order is built upon the family, while Socialism, insisting that the family is the creation of capitalism, declares that with the vanishing of private property the family will disappear. The difference was then shown between Socialism and the State in their divergent attitude toward individuals and minorities, the State being built upon the protection of life, liberty and property of individuals against the caprice of the majority, while Socialism advances the proposition that there is no right, in the absence of the decree of the majority, and that indeed, "Might makes right." Speaking of the relation of Socialism to religion, Dr. Hill discussed the Socialistic doctrine of Eco-

and expend the money derived from them for dynamite and nitro-glycerine with which to blow up the existing order.

Dr. Hill, in his reply, corrected the mistake which Dr. White had made, showing that he (Dr. Hill) was quoting Socialist authorities when he spoke of the relation of the family to private property, and that therefore, Dr. White had been bombarding his own citadel. He paid a glowing eulogy to the Stars and Stripes as against the Red Flag of revolution, drew a line of distinction between the law of Economic Determinism and that of spiritual regeneration, and closed by presenting Jesus Christ, not as a labor agitator or frenzied Socialist, as depicted by Dr. White, but as the Redeemer and Saviour of mankind, whose spiritual teaching is at the very foundation of human progress and civilization.

Since the debate, a number who had thought themselves Socialists, have disclaimed to Dr. Hill any further sympathy with or adherence to Socialism, declaring that having their eyes opened, they can no longer be duped by the doctrines of that system.

The Public Forum

AMERICAN BOYS WARNED

Dr. N. C. Schaeffer, Superintendent of Education of Pennsylvania.

THERE are to-day at least forty vocations which require a high school education by way of preliminary training, and the boy who quits school before finishing the four years' high school course shuts against himself the door of opportunity and makes it impossible for himself to enter the vocations which aspire to be ranked with the professions and which have within their ranks the leaders of American civilization. The European school condemns the children of the peasants and middle classes to ordinary trades. The American school means equal opportunity for every boy and every girl regardless of wealth or social position. At the rate at which foreigners are coming to our shores, that their children may have the benefit of the free schools of our country, there is but one possible outcome.

MAN'S BEST ADVISER

John D. Rockefeller, Jr.

THE best advice of a friend is often wrong. Think of the great sums paid to lawyers and doctors for advice. Think of the hours of waiting to see them, while God's advice is free and we can have it at any time. He will tell you what to do. Let no man ask if he prefers comfort or ease. He should only ask the Lord when he is willing to do battle. The answer may call for courage and sacrifice, it may involve a rearrangement of your life plans, but let no man ask the question who fears the answer. It may lead you into the missionary field, the ministry or a banking house, and possibly to do work with a pick and shovel. If it's God's call that ditches must be dug, it's honorable work. No task for God is too humble or

too lofty. He will help us bear our burdens, and if we are weak He will make us strong.

SHREWD ADVICE TO WIVES

Dr. Sarah N. Merrick, of Cambridge, Mass.

DON'T permit yourself to get too stout. Don't be cross when he is late for supper or when he returns late at night. Don't subject him to the third degree.

Don't burden all the household troubles on him.

Don't be backward in waiting upon him. Play and sing for him evenings whether his favorite be "Annie Laurie" or "Everybody's Doing It." If you can't sing learn to read aloud.

Have his slippers and easy chair ready for him, and if the telephone or door-bell rings while he is reading don't complain, but answer it.

THE DUTY OF GOOD CITIZENS

District Attorney Whitman, New York.

WE devise what we believe to be a correct plan of government, and by our further inactivity seem to imply that it is of little importance who controls the machinery provided the machinery itself is good. There is no more fatal error. The duties of our citizens as to the revision of laws or the enactment of legislation is insignificant compared with the obligation which they owe to themselves, to the community, and to the generations yet to come, to see to it that the machinery of government is placed in the hands of those not necessarily the greatest men in the community, not the wisest or the most experienced, but those who are dedicated to the proposition that the tasks which the law imposes upon certain public officials shall be properly performed, that such public officers shall be responsible to the people, and to no one else on earth.



Beeman's Pepsin Gum

The Original. All Others Are Imitations
Peppermint or Wintergreen Flavor

FOR SALE EVERYWHERE

MORRIS CANOES

mean perfect satisfaction,
which is gratifying. Send for catalogue.
B. N. MORRIS, 170 State St., Veazie, Me.



Washburne's Patent
"O.K." Paper Fasteners.
Brass and nickel-plated Steel, 3 sizes; in
Bright Metal boxes of 50 and
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How a Great Railroad is Built.

(Continued from page 602.)

not unusual for explosives to the value of \$10,000 to be used in a single blast. For nearly two years the work was in full swing both night and day, and during all that time it sounded as if a terrific bombardment was in progress—a bombardment that was heard for twenty miles on both sides of the right of way, and which drove all game so deep into the mountains that scarcely a badger or a partridge could be found. Explosives were used on such an unprecedented scale that an explosives factory was established on the ground, the first of its kind ever to be built and run by a railroad or a contractor. All raw materials were brought up by ship from Vancouver, and the explosives were made near Prince Rupert.

Men become so accustomed to handling sticks of dynamite that they regard the explosive with the same nonchalance as a laborer does his pick-axe. The chief danger is in winter. The thermometer dropping down to fifty and sixty freezes the dynamite as readily almost as it congeals water. When the "rock-hog" finds this to have occurred he merely proceeds to thaw out the dynamite by placing it near a fire! He knows only too well that thereby the explosive is rendered a thousand times more dangerous, that thawing livens the agent extremely and makes it intensely "tender," but that does not matter. It is treated just as unceremoniously as when in the grip of frost.

In the course of seven months on one section alone 42 men were killed and 10 injured by explosions. In one instance a four-horse wagon-load of explosives blew up, and the mystery of why it went off will never be known, for not a sliver of the wagon, a buckle, not a bit of skin or flesh was found afterward. I saw men time after time retreating but a short distance from the blast, and observed large pieces of rock miss them by inches only. Did they wince? Not by any means. They regarded such missiles as no more than hailstones, and one day, when I saw a man's head crushed in, and was expressing my horror to another workman, he said, "Well, there ain't never any pain when you get killed by dynamite. It's an easy way to die." Then again, many are so anxious to resume work on the debris after a blast is fired that they do not seem to give a thought to the fact that some shots may have missed or hung fire. They only discover the error of their judgment when the missed shot is beaten into life by an unlucky blow from some tool, to spread death and wounds quickly on all sides.

The day that the first regular passenger train began running over the new Canadian Trans-continental, there was opened up to tourists one of the most interesting and greatest scenic regions on the American continent, the only rival of which is Yellowstone Park. A day's ride westward from Edmonton one comes to Canada's new national playground. It includes 50,000 square miles of country almost unknown except to prospectors two or three years ago—a vast, wide, wild, unsubdued Alpine wonderland, rich in scenic grandeur and in the Indian legend and romance of the picturesque voyageurs, who in the wilds of this great park first built the foundations of the great fur trade in the west. This new National Park is now one of the places on the continent that can fully satisfy and gratify every type of mountain tourist. Here one may lose himself wholly from all civilization.

But most tourists who cover this tour will stop at the 100,000-acre Buffalo Park, at Wainwright, where the last of the American buffalo roam over the prairies with almost the same unrestrained freedom as in the days when their unnumbered thousands were slaughtered by Indian and white man. This park is fenced in with seventy miles of buffalo-proof wire, built into a fence nine feet high, and includes within its limits eighteen lakes and several streams. Here roam the 1200 head now left of the millions whose bones even now whiten some parts of the prairies.

To fully appreciate the significance of Buffalo Park one should realize a little of the tremendous work that was undertaken by the Canadian Government when, back in 1906, it began negotiations with Michel Pablo, of Ronan, Montana, for the purchase of Mr. Ronan's big herd, which numbered 700 head. These buffaloes were almost as wild as though they had never seen a white man, and the task of rounding them up, and afterward transporting them a distance of 600 miles, was a gigantic one and it took nearly four years to capture all of the buffaloes and transport them to their new home.

The new road runs through the heart of the water-fowl breeding-country, and all through the spring, summer and shooting

season the thousands of lakes that mark almost every mile of the prairie country are black with ducks and geese. But it is in the mountains that one finds that all his dreams of a big game paradise come true. Of course the hunter must go outside of Jasper Park, but it is quite easy to accomplish this by means of pack-horses. Within a few hours after leaving his train, the hunter is in the heart of the mountain-goat and sheep country, and two days will bring him into the finest grizzly country it has ever been my experience to see. With a packer and outfitter of Fitzhugh, Alberta, I started into the sheep and goat country in September, and the second day out I counted seventy-eight head of goat and over twenty sheep.

And so the homesteader, the tourist and the hunter come into the heritage that is bequeathed them by the pioneers—the railroad builders.

Life-Insurance Suggestions.

REFERENCE was made in this column lately to the floods in the Middle West and how they emphasized the wisdom of making provision for one's family by life insurance. But the late terrible disasters by flood, fire and tornado also emphasized anew the brotherhood of man, giving the lie, once again, to the muckrakers who declare all corporations are iniquitous, and their officers and directors cold-blooded and heartless.

One of the largest of the life insurance companies—which does much of its business on the industrial plan (weekly premiums of five cents and upward) and whose agents are brought into contact with working men and women—did commendable work for the amelioration of the condition in which many of its policy-holders found themselves in the stricken district of the Middle West.

When news of the terrible disasters was received at the home office, an executive officer, with several important members of the agency force, started for the seat of the trouble, and soon after the party's arrival efficient plans were put into practice looking toward the relief of the company's stricken policy-holders and its own employees. An additional thirty days' grace period was put into operation on all ordinary business in the flooded districts. Cash was advanced to members of the company's field force who were in need and whose homes had been damaged or ruined.

The following are excerpts from instructions issued to the field men in the stricken districts:

As the situation clears up and as the people get back into their homes or make other living arrangements, you will be required to use your judgment as to regular routine of collections. In general it may be said that the regular routine should not be begun until it is clear that the people have gotten beyond the stage of distress—and even then no pressure must be put upon them; the attitude of kindness, sympathy and the desire to help must not be abandoned. The question is one which must be left to your good judgment. But above all, bear in mind that it is safe to err on the side of humanity.

This company maintains a nursing service for its policy-holders who are ill and in need of expert attention, and it may readily be seen that such service was invaluable at such a time as this, when sickness was on the increase and pestilence threatened.

M. San Juan, P. R.: The Michigan company has been active since 1867, but is still a minor concern though doing an increasing business. Its future depends largely on good management. When it comes to life insurance, that policy is the "better and cheaper" which is the more reliable. For that reason the big companies are preferable to the small ones.

R. Winchester, Ky.: The leading insurance companies are usually willing to change the name of a beneficiary in a policy, providing the laws of their respective states do not forbid such action. I do not understand why you should need to "force" the company which issued a policy to you to make the change you desire. Have you written to its home office to inquire as to its disposition in the matter?

Hermit

Books Worth While.

THE FEET OF THE FURTRIE, by Chas. G. D. Roberts (The Macmillan Co., New York, \$1.35 net). A series of interesting tales of our four-footed friends charmingly written by one who knows and loves the creatures of the wilds.

THE HEART OF THE HILLS, by John Fox, Jr. (Chas. Scribner's Sons, New York, \$1.50 net). Is a narration of the struggles of the simple-minded Kentucky mountaineers against a misunderstood advance of civilization and, too, contains two good romances.

PSYCHOLOGY AND INDUSTRIAL EFFICIENCY, by Prof. Hugo Munsterberg of Harvard University (Houghton, Mifflin Co., Boston, \$1.50 net). Applies the principles of Psychology to practical every-day life in business. A stupendous work and one that business executives should study. It ranks high among Prof. Munsterberg's works which include THE ETERNAL VALUES, AMERICAN TRAITS, PSYCHOLOGY AND LIFE, SCIENCE AND IDEALISM, and THE ETERNAL LIFE, all by the same publishers.

EVERBREEZE, by Sarah P. McLean Greene (D. Appleton & Co., New York, \$1.30 net). A good old New England story that is as clean, fresh and breezy as its title.

ADAM'S ORCHARD, by Sarah Grand (D. Appleton & Co., New York, \$1.40 net). One man's success in orcharding in England brings about varied and interesting situations.

CLEEK, THE MAN OF THE FORTY FACES, by T. W. Hanshaw (Cassell & Co., New York, \$1.25 net). A detective story of originality and merit.

VANISHING POINTS, by Alice Brown (The Macmillan Co., New York, \$1.25 net). A charming New England story of wide human interest.



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"Yes Dad, Holeproof Socks and Stockings Are Comforts"

Soft as down—easy to walk in. Nothing for travel, or every-day wear, gives such comfort and convenience. Six pairs of these wonderful hose will wear at least six months without holes. That is guaranteed or you get new hose free.

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ENJOY the games of the summer and the game of life in B.V.D. In this "line up," four men wear Loose Fitting B.V.D.—the fifth wears tight fitting underclothes and a harassed look. He doesn't know the coolness and comfort of light-woven, skin-soft, air-free B.V.D. Coat Cut Undershirts and Knee Length Drawers, or Union Suits.

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The B.V.D. Company, New York.

London Selling Agency: 66, Aldermanbury, E. C.

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Investment Wisdom

consists, not so much of ability to judge securities by what their records clearly show, as ability to use those records to determine their future value.

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or the insurance company or the well supervised institution, when you buy first mortgage or underlying bonds of standard railroads and public utility corporations, you become interested in thoroughly high grade investments. When we stop to consider that such bonds now yield approximately 4½ to 5%, it becomes evident that this is a time of unusual opportunity for the man or woman with ready cash. This thought becomes even more convincing when we remember that bonds of this type inspire the full confidence of experts as to their safety, their prompt interest payment, their marketability, and their promise of appreciating in value.

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The Principle of Compound Interest

The extraordinary accumulations resulting from compound interest are well known. A sum of money invested at 10 per cent, compounded quarterly, will double itself in 7 years and 7 days, and at 12 per cent, in 5 years 10 months and 10 days.

Standard Oil Stockholders who have applied this principle by reinvesting their dividends in the same security have found the operation exceedingly profitable.

Several of the stocks of the segregated companies may be purchased on an income basis of from 10% to 12%. The possibilities from reinvesting this income in the same securities are obvious.

Those interested can obtain our Special Circular L. 220 upon request.

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37 Wall Street New York



NOTABLE EVENT IN THE BUSINESS WORLD

Portion of the great crowd which gathered on Atlantic Avenue, Boston, Mass., to bid good-bye to a delegation from the Boston Chamber of Commerce which, in view of the near opening of the Panama Canal, sailed recently, on the steamer "Metapan" for South America, in order to open up friendly relations with the business men of that part of the world. The automobiles facing the speaker's platform contain South American consuls, other guests and members of Chamber committee. President Storrow, of the Chamber of Commerce, Minister Naon, of Argentina, Consul Fisher of Chili, Secretary McKibben and others are seen on the platform.

Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDG COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

WE all have our troubles. The little ones bother us most for the time being, but it is the big ones that count in the long run.

My readers are wondering what is the matter with Wall Street. Experienced traders who have watched the stock market for years are wondering why the time for the better things—so long overdue—does not come.

"There are reasons," as my good friend, C. W. Post, so frequently says. One of them will be found in the fearful losses occasioned by the terrible floods in the West and South, not to mention the tornado in Omaha. The figures, as we sit down in calm contemplation and add them up, are appalling. If Governor Cox is correct in computing Ohio's loss alone at \$348,000,000, what must the vast total be? The California earthquake and the Chicago fire were nothing in comparison.

Then we have the upset in business that always comes with a downward revision of the tariff at the sacrifice of the protective principle. My readers know where I stand on this question, but the die is cast and the revision is going on, with little argument and no excuses.

Industry after industry is pointing out the dangers in the pathway. At mass meetings the workmen in the collar shops at Troy, N. Y., and the glove factories of Fulton County, N. Y., the wool growers of the West and the sugar growers of the South are entering their solemn protests against lifting the protective bars, but the decree has gone out and the bars will be lifted.

If these protestors didn't want the bars taken down, they should have held their meetings before not after election. If the manufacturers of automobiles, woollens, cotton hosiery and other goods didn't want a downward revision of the tariff they should not have poured their money into the coffers of publications that were the most vigorously denouncing protection as a fraud in every issue they sent out. They are doing this yet. But let this all go.

Give the tariff revisers credit for being honest. They don't want to ruin prosperity. From their point of view they intend to help and not to hinder the country's growth. They admit that without protection our manufacturers and workmen must "hustle" to meet foreign competition and that this may lower wages and increase the working hours in the shops, but these altruistic thinkers declare that while this may involve temporary hardship, it will, in the end, tend to closer economy by our people and get them away from the inclination to extravagance and riotous living.

We are to know "the simple life" in this country just as they have it abroad. We are to be like the thrifty French and German workmen who, on wages half what is paid in the United States, save twice what we do. Perhaps after a time we may get to the level of the "Jap" and the Chinaman. The masses appear to want to try this experiment, and President Wilson is about to give them an opportunity. Let us see how we all like it and hope for the best.

Business can survive any adversity, we are told. So can Wall Street. So can the leading railroads and our largest industrial factories. A good healthy man can be expected to survive almost any kind of a disease that may attack him. But some go down. It is the "survival of the fittest."

The losses of Ohio are only a part of the flood bill. Losses in other states will probably aggregate as much more, but one year's good crops in the depredated states will take out of the ground sufficient new and additional wealth to more than pay the flood losses. A good crop year is now the main reliance of those who still believe in the continuance of prosperity, and in a revival of business in Wall Street.

Under such conditions we must all wait. If the tariff revision should be followed, as I hear is the purpose of President Wilson, by a much needed reform of our inelastic and archaic banking system, the latter action will improve the situation, for it will be a long step forward in the restoration of public confidence in the country's future. It will minimize the growing fear that the present uncertainty may culminate, as similar conditions have before, in a panic. That is the one thing none of us want.

F., Delta, Pa.: Whether the plans of readjustment of the Nevada-Utah will work out successfully or not no one can tell, but it is a fair speculative proposition. That is why many stockholders are taking the chance.

F., New York: It is impossible for me to judge of the merits of local public utilities having no connection with Wall Street and whose annual reports are, therefore, not in general circulation. The value of such securities depends upon the character of the franchises they possess and the ability and economy of the management.

D., Gardiner, Me.: I think well of the Standard Oil of California. The balance sheet, published by one of the leading brokerage houses, shows that it is earning from 12 to 15%, with good prospects. As to selling your local utilities and putting the proceeds in the oil company, I cannot advise because I am not familiar with the former.

L. G., Washington: 1. Ontario & Western, according to its last reports is earning sufficient to pay an annual dividend of 2%, but whether it will do so or not, I cannot say. I would not sacrifice the stock at a loss. 2. But for the Government's interference with the Corn Products Refining Company, the Common and Preferred would probably be selling at better prices. I cannot see how the government can justly claim that the company is in restraint of trade, as it does less than half the business of the country, and has at least ten strong independent competitors that I know of.

(Continued on page 607.)

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EVERY first mortgage bond, owned and offered by us, is a **direct first lien** on improved, income earning Chicago real estate of the highest class. In no case is the conservatively estimated value of the security less than double the total amount of the bond issue, while the annual income yield is much more than ample to insure prompt payment of principal and interest.

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They never fluctuate in value like bonds or stocks because they are convertible into cash at any date you specify. Remember these five important features: (1) \$100 Denominations, (2) Optional maturity, (3) 5% Interest, (4) Threefold security, (5) Both principal and interest guaranteed.

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W. H. Warburton, Chief Clerk.

Jasper's Hints to Money-makers

(Continued from page 606)

R. Hustisford, Wis.: I see nothing attractive in the stock of the new insurance companies. Most of them are speculative.

Seven Per Cent, Atlanta, Ga.: Some public utility stocks yield as much as 7%. Kelsey, Brewer & Co., bankers, engineers, and operators, Michigan Trust Building, Grand Rapids, Mich., are specially recommending to their customers, a public utility stock on a basis to yield 7½%. They will send you full particulars and map.

High Interest, Omaha: Farm mortgages in Texas pay 6%, and sometimes more. You can get a small or large mortgage. Your preference, of course, should be a first lien. Some of these Texas mortgages pay their interest at banks in New York City. Write to W. C. Belcher Land Mortgage Co., Fort Worth, Texas, for particulars.

"A Wilson Republican," Champion, Mich.: I am not aware that banks and trust companies all over the country are sending out private circulars to country banks warning them to "go slow" for the purpose of bringing about a reaction in business. I advise you to talk with some of your local bankers and see if they believe any such stuff. The banks of this country have more reason than any other kind of business to dread a panic.

Industrial Bond, Boston: Bonds of industrial corporations pay a more generous rate of interest than railroad bonds and some of them are just as secure. Good timber bonds have real merit and some of them pay 6% regularly. If you are not familiar with these bonds, you might read with interest "Booklet B," in reference to timber bonds, compiled by George H. Burr & Co., bankers, 14 Wall St., N. Y., for their customers. Write them for a copy.

Clerk, Memphis, Tenn.: 1. By "Odd Lots," I mean lots of less than 100 shares, which is the customary unit for transactions on the stock exchange. 2. You can buy one share or more. 3. If you are not familiar with the methods of Wall Street, it would pay you to read the "Booklet No. 4-A," on "Odd Lot Investments," published by John Muir & Co., members New York Stock Exchange, 74 Broadway, N. Y. Copies will be sent you on application.

First Mortgages, Providence, R. I.: The 5½ and 6% first mortgage bonds which S. W. Straus & Co., 1 Wall Street, New York, have been selling to their clients for many years are a first lien on improved, income-earning Chicago real estate. The fact that they are legal investments for banks is in their favor. The properties on which these bonds are issued are all fully described in the "Investors Magazine" and "Circular No. 246-A," which can be obtained from Straus & Co.

Short Term, Rutland, Vt.: Short term notes pay sometimes as high as 6 and 7%. Investors usually prefer long term obligations because they do not wish to take the trouble of re-investing, but a greater income can be derived from a short term note. Information regarding these can be had from the Hon. William A. Lawson, Room 2704, 60 Wall Street, New York. Mr. Lawson was formerly a National Bank Examiner, and has been dealing in these short term notes for many years.

Conservative, Minneapolis: To make your investments conservatively you should know something about the securities recommended to you. You might also compare them with others and see which gives you the best returns. This is the method pursued by careful investors. Some bond houses take special pains to furnish this information on the most reliable basis. Write to A. B. Leach & Co., investment securities, 149 Broadway, New York, for their "Circular 232," and for list of bonds paying a satisfactory rate of interest.

Trustee, Newark, N. J.: A trustee's fund should only be invested in underlying bonds of the highest character. These can be bought at present on a much better basis than I have known for twenty years, and will yield from 4½ to 5%. I regard these as safe as a savings bank. In buying such bonds it is well to deal with an established house that makes a specialty of this form of investment. Spencer Trask & Co., investment bankers, 43 Exchange Place, New York, have compiled a very interesting and instructive circular for their customers. Write to them for "Circular 567" regarding the bonds they specially recommend.

Careful, Dover, Del.: 1. If you say that you like diversified investments, but have only \$1,000 to invest, why not divide it up among \$100 bonds of several kinds. Many of these will yield nearly 6%. You can get a list from Beyer & Co., the \$100 Bond House, 55 Wall St., New York. Write to them for their "Circular L. No. 320." 2. I think well of the 5% Collateral Trust Certificates, which many banks invest in and which can be had in denominations of \$100. One attractive feature of these is that you can get your money at any time. Write to the Manufacturers' Commercial Co., 299½ Broadway, N. Y., for a copy of their free booklet and magazine entitled "Working Dollars."

G., Hartford, Conn.: 1. Preferred stocks of industrial corporations paying good dividends on the common shares are the best from which to make a selection, and these will yield around 6% and a little better in

some instances. American Chicle Pfd. pays 6% and the Common 18%. The Preferred, therefore, looks safe; so with Sears-Roebuck, Cluett & Peabody, National Biscuit, and stocks of that class. Standard Oil stocks are also attractive and many investors have bought Vacuum Oil and the Standard Oil of California and others of the group on the basis of their high earnings, careful management and good prospects. Of course, in all these lines competition must be considered and the possibilities of industrial depression. On the whole, your list is a good one.

Opportunity, Akron, O.: I predicted when the Standard Oil and Tobacco Companies disintegrated that investors would turn to them because of their generous returns and the excellent character of their security. The Standard Oil stocks are probably the most profitable of any on the list and I know of many careful investors who are putting a portion of their surplus, at present prices, in these securities regarding which the public has heretofore had little information. You can buy any number of shares from one upward, and they are all in the high class, dividend paying line. Gilbert Elliott & Co., 37 Wall St., New York, have compiled a very instructive circular showing how money can be made in these stocks, their cost, their dividends and other facts of particular interest. Write to this firm for their "Circular No. 220."

NEW YORK, May 29, 1913.

JASPER.

The Bonus Plan for Workers

M. R. C. W. POST, the widely known captain of industry of Battle Creek, Mich., recently said: "The bonus plan for workmen who have proved their value as competent, loyal members of the industrial family, is recommended to all manufacturers whose business can possibly afford it. I understand there are some lines of industry wherein the margin of profit is so very narrow that a slight increase in any department either in the cost of material or labor, might put the industry out of business. On the other hand, there are numbers of industries earning profits enough to warrant this kind of recognition from the chief to the loyal members of the industrial family, and I find as a rule that the treatment accorded to our employees produces a response in loyalty that helps all round, in marked contrast to factories where discontented men are working. No industry that has had a strike with the accompanying disturbance and hate, will ever get the loyal service from returned discontents that should obtain. The thousand and one forms of waste will go on, for the workman in such cases hates the employer, hates the shop and hates the job, and unless workmen like their work, respect their employer and are contented, they should seek some other position where the sun shines brighter, and the climate is more to their liking."

A Good Word for Village Bands

MOST state township acts are of a strictly utilitarian character. They, for instance, take note of the village or town's need for sidewalks, street lamps and a lock-up for offenders against law and order, and they authorize the establishment of these and other conveniences of civilization. But they rarely go beyond material things and are not generally expected to do so. The higher affairs of life are ordinarily left to private initiative.

A Kansas legislator, however, has undertaken to break this custom and to suggest something original in the way of "uplift." Representative Keen of Fort Scott is credited with the introduction of a bill authorizing any town to appropriate money for the support of a band—brass or otherwise. The lawmaker's theory is that a good band has an improving effect on the community, and will therefore be worth all that it costs the taxpayers. While he admits that many a local band may be bad, he hopes that placing it on the public payroll will encourage it to become better.

The bill is certainly a merited tribute to the village music makers. The latter usually mean well and work hard to deserve appreciation. A patron of one of these organizations says:

"The village band earns its appropriation. In the winter nights it meets for 'band practice' in a room too big for warmth and too small for acoustics. If it has an appropriation on hand of \$19.65, for new sheet music, it will rattle the windows every Saturday evening for months perfecting a technique which can never be too good to suit the sensitive ear of the leader. And in the summer it plays valiantly in the soft, pleasant evenings, luring the town-folk toward the village square with Weber and Sousa. Its repertoire is several notches above the level of village taste, though not too far above. They tell you at the music stores in Chicago that the village bands of the country are resisting far better than the commercially owned orchestras have resisted the invasion of the too-too-utterly-rare."

The village band is thus seen to be a worthy institution and it is to be hoped that Kansas will not prove to be the only state to foster musical talent in its minor communities.

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As A Woman Sees It

By EDITH TOWNSEND KAUFMANN

THE CHAPERON

superfluous and silly. A girl who earns her living, who maintains her own establishment, even though it be only a hall bedroom, feels privileged to go out with a young man alone, without the third party that makes a crowd.

Unquestionably the idea of chaperonage can be carried to extremes; for example, where the young man is in moderate circumstances and the girl insists on his buying a theatre or opera ticket for her mother or some other chaperon. In a case of this sort, a girl's judgment in the selection of her escort and her own knowledge of decorum, should enable her to go to a place of amusement unchaperoned, but she should draw the line at accompanying the young man, later, alone, to a public restaurant. All day outings of young people, while there is safety in numbers, assume a higher tone if a chaperon goes along.

Home chaperonage does not mean that mother has to sit the entire evening putting a damper on her daughter's spirits by hawk-like espionage. She can let the young man realize quite as fully that she wishes to safeguard her daughter and conform to conventionality if she is in an adjoining room or is even about the house.

Strange as it may appear, the young men who most ridicule the idea of "the old folks hanging around," respect the thought that prompts their doing so. The girl whose parents plainly show that she is very precious to them will gain in the estimation of the young men of her acquaintance. On the other hand, unless the girl understands herself fully and conforms to proper rules of conduct, a man is not as apt to respect the one whom he can call upon in her own bachelor girl quarters, remaining as late as he chooses with no third person to indicate that it is time to go.

It is the old story of desiring that which seems desirable to others. The right-minded man will not object to the institution of chaperonage, and the other kind is just what that institution was intended to safeguard girls against.

A SEASIDE SALE

given as a home affair if the sale feature is eliminated, and the title changed to "An Evening with Neptune." When either a bazaar or a home entertainment is planned a bare floor covered with sand is essential. At the church sale a big sand heap will furnish the basis of the idea, and little folks find it a delightful playground.

The different booths can be decorated with life preservers, oars, sea shells, seaweed and rocks.

Fish net covered with tin fishes, crabs and lobsters, can be used to form draperies and the background of the various stalls. Instead of the usual grab-bag, there can be a sea-blue cloth arranged over uneven hillocks to give a crude but satisfactory imitation of waves. Scattered about are cardboard fish, big and little, with rings in their noses.

For five cents, a hook and line can be hired with which to hook the fish. The fish are numbered and so are sundry small articles representing the fisherman's reward. The number on the fish which corresponds with one on a prize, determines what the angler is to receive for his skill. It is not as easy as it seems to hook a fish even though it is in plain sight, as the "ocean" is separated from the angler by a low board fence.

A canoe can be effectively used for the sale of cushions and pennants, and the sales girls seated therein should be dressed as Indian maidens.

In the matter of articles for sale, there need be no variation from the usual offerings at any fair or bazaar, though they can be announced as "wreckage" in a little circular in the form of a sail, thus using a play on words to carry out the seashore idea.

A clam bake or a fish dinner would be a fitting accompaniment to the seashore decorations, and a great mound of sand, rocks and seaweed in the center of the table could hold hidden souvenirs such as little silver fish, tiny mirrors decorated with mermaids, and paper weights in the form of row boats.

These should be tied up in tissue paper, and each guest supplied with a tiny spade to dig for the buried treasure.

HER PERSONAL PURSE

which she can use just as she chooses, without accounting for a penny of it to anyone, it will appear far more enjoyable than the check father or husband makes out in payment of dressmakers, millinery or jewelry bills.

There are women who have beautiful homes, exquisite apparel and fine equipages who would be hard pressed for carfare. This may seem an exaggerated statement, but many men who are lavish with their womenfolk as far as supplying their every material need and many luxuries is concerned, object to giving up even a few dollars for the personal purse.

A case in point was the daughter of the president of a bank, who never would accede to his daughter's request for pin-money. Ashamed to mingle with friends who had money for matinees and other treats, the girl decided on a plan of outwitting her father by conniving with the tailor to charge more for her suits, and when the check was paid they divided the surplus. This was such easy money for the tailor, that he began to charge exorbitantly, and even the lavish father noted the discrepancy between the gown furnished and the price charged. One day he insisted on sending back the bill, and then it was that the tailor exposed the trick, saying nothing of his percentage in the transaction and putting the entire blame on the weeping daughter. Then the father woke up, and a suitable supply of pocket money was allowed to avoid any further deception.

Perhaps there are many similar cases not conducted on exactly the same lines, but one thing is certain, a woman's private purse is the surest means of maintaining her self-respect and her independence.

TO DEFY OLD SOL

the eye as well as a shade for it. Last season the mushroom sunshade appeared at some of the summer resorts, but was not generally adopted. This novelty was presumably the entering wedge for this year's great eccentricity in the bell-shaped parasols, that look awkward when opened and are still more awkward when closed. The well-dressed woman will never, even to carry out the latest decree of fashion, hamper herself with anything so conspicuous and burdensome.

In shape the new sunshades are exact duplicates of the Liberty Bell in miniature. If there is anything commendable about them it is the wonderful harmony of coloring in the silks used to cover them. There seems to be a great tendency toward Dresden silk borders combined with black and white stripes for the body. The borders are not always carried continuously around the edge, but show inserts of plain silk in some definite color, which predominates in the Dresden weave. Elaborate effects are thus produced.

For all-around usefulness the green taffeta sunshade with hemstitched border and pretty natural wood handle still continues to hold favor with women who do not care for eccentricity in their dress accessories. An added feature of attractiveness lies in the fact that such a parasol can be purchased for as low as \$2.50.

Novelties in white parasols, which are always in favor as the accompaniment to the white lingerie gown, have triple rows of small ruffles with pinked edges, which produce the effect of carnation petals when the parasol is closed.

The woman who makes a study of her person will find that these white parasols when lined with rose pink will lend a very becoming tint to the most pallid complexion without recourse to her vanity box.

Unlined white or black parasols are not to be commended as sun shades, for they have a tendency to draw the sun's rays rather than act as a guard against them.

Pongee parasols lined with green are decidedly smart and are real protectors against the too ardent advances of Old Sol.

In buying a parasol thought should be given to its harmonious color relation to hats and gowns. A poorly-chosen parasol will strike a discordant note that all its advanced style in shape and texture cannot overcome.

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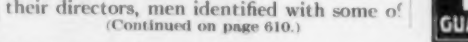
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In answer to the charges, made with great oratorical technique, of financial dishonesty, the roads attacked present the names of their directors, men identified with some of

(Continued on page 610.)

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CHARLES B. NICHOLS
Advertising Manager

A Railroad Defends Itself

(Continued from page 609)

the greatest industrial enterprises of New England, whose ability and integrity can hardly be questioned. The New Haven gives figures and facts to show that its balance sheets were properly kept, that the dividends of subsidiaries were properly earned; and, finally, that the argument that there had been a capital increase of 400 per cent. in ten years and an increase in gross revenue of only 42 per cent. was based on an ancient fallacy into which Mr. Brandeis had slipped five years ago and by which he persisted in omitting the gross revenues of the properties acquired by the additional capital, taking the gross revenues only for the steam road and the net revenue of the other properties. It even goes so far as to say that the facts tend strongly to the inference that the course of the Commission's own accountant in exploiting some of these fallacies had been guided and directed by Mr. Brandeis.

This is a defense of a great railroad system the like of which has not been made before. It is not a defense against charges brought by stockholders. With that the Commission is not concerned. It is a defense against the charge that the public is suffering. It answers that the New England lines have fulfilled all their public obligations in a reasonable manner and that, with its stockholders, 60 per cent. of whom live in the States of Connecticut, Rhode

Island and Massachusetts, voting approval year after year, it is not for Mr. Brandeis to criticize, tear apart and destroy its properties and a policy in which New England believes.

What are the motives of Mr. Brandeis in this attack? Whom does he represent? Who is paying him? These questions must inevitably be forced upon him who reads a summary of the facts brought out in these New England hearings.

It was in the role of a citizen of Massachusetts that this gentleman essayed to appear after the organization which he had assumed to represent at the beginning of the proceedings had repudiated him. But men like Mr. Brandeis do not do such things for nothing. They do not go to great expense and give up their time to tearing to pieces a great property like this without return. What is Mr. Brandeis doing this for? Who is paying Mr. Brandeis?

Making Friends of Chinese

By Consul-General Wilder, of Shanghai

THERE is intermittently the expression of a sentiment that foreigners and Chinese of Shanghai might know each other better. We have business relations, but not much more. Travelers note the absence of mutual interest and sympathy more than we who live here. Each goes his own way. For instance at the funeral recently, following on a sorry tragedy which profoundly moved the Chinese nation, not more than one or two foreigners participated. We foreigners stood on the sidewalk and looked coldly on. We have so much in common in these days that reasons multiply why we should know each other. It will be to the advantage of both. It will make the conduct of affairs easier in the Settlement if the leading foreigners knew the leading Chinese; in time of stress there would be a contingent of both races, who knew how the other regarded matters, and enjoyed each other's confidence. You may do business with a man for twenty years without knowing him, without getting any hold on him worthy the name. The relation is one merely of mutual money gain. But eat with him, visit him in his home in leisure hours, share in some festivity or sorrow, evince an interest in his children, and you have set up a relationship that takes hold on the deepest and best in that man.

A Plea for the Kitchen

By Dr. Adeline G. Soule, Kansas City, Mo.

THE kitchen should be the refinery, the laboratory, the factory of the home, and the pivotal point about which the activities of the home revolve. Costs should be considered thoughtfully; no scrap of food should be wasted. It all can be and should be used again in various ways. By buying staple food supplies in large quantities from 15 to 30 per cent. can be saved. Any one wishing to do so may economize in this way. Housewives must not look upon their art as mere drudgery; they must bring education, intelligence, and concentration into practice. They should learn, as manufacturers have, that the best results are to be obtained in a workshop that is well lighted, properly ventilated and comfortably large, suitably furnished, and sanitary in all its equipments.

Recent Deaths of Noted Persons

PROF. WILLIAM HALLOCK, of Columbia University, an eminent scientist, and author of many scientific papers, died at Providence, R. I., on May 21, aged 56.

BARON ASHBORNE, former Lord Chancellor of Ireland and originator of the tenants' land purchase legislation, died at London, England, May 22, aged 76.

HENRY W. HUBBARD, for thirty-four years treasurer of the American Missionary Association, died at New York, May 21, aged 69.

LOUIS G. GOURDAINE, who, it is claimed, fleeced the public out of millions of dollars by lottery schemes in 1906, at Chicago, died in London, May 22.

CAPT. GEORGE S. ANTHONY, who, while commander of the whaler "Catalpa" in 1876, made a sensational rescue of six Fenian prisoners from a British penal colony at Fremantle, Australia, died at New Bedford, Mass., on May 22, aged 76.

Don't Know When to Stop

"The great men are all dead," she said, with evident regret.

"But the beautiful women are not," he replied, looking earnestly at her.

"Of course," she added, after a moment's reflection, "I always except present company."

"So do I," he said.

Then she asked if he would be good enough to conduct her to her husband.—*Judge.*

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SONG POEMS WANTED. BIG MONEY WRITING songs. Past experience unnecessary. Send us poems or music. Illustrated Book free. Hayworth Music Publishing Co., 638 G, Washington, D. C.

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AGENTS: ASK US ABOUT OUR SNAPPY household specialty line that will clear you \$30 to \$80 weekly. National Aluminum Mfg. Co., Box L W. Lemont, Ill.

AGENCY: BEST AGENCY PROPOSITION IN U. S.; assures you \$1500 yearly; inexperienced make \$75 to \$200 monthly; let us show you. Novelty Outlets Co., 38 Bar St., Canton, O.

AGENTS: PORTRAITS 35c, FRAMES 15c. Sheet Pictures 1c. Stereos 25c. Views 1c. 30 days' credit. Samples and catalog free. Consolidated Portrait Co., Dept. 2416, 1027 W. Adams St., Chicago.

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SONG POEMS WANTED. BIG MONEY WRITING songs. Past experience unnecessary. Send us poems or music. Illustrated Book free. Hayworth Music Publishing Co., 603 G, Washington, D. C.

FORTUNES IN SUCCESSFUL SONGS: I'VE paid thousands in royalties. Send 1 poem or melody to me for acceptance. I'll publish under 50¢ royalty contract. I composed "Wedding of the Winds" "Walks Million copies sold. Dozens of "Hits." Est. 16 years. Free Booklet. John T. Hall, 6 Columbus Circle, N.Y.C.

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YOU CAN WRITE A SHORT STORY. BEGINNERS learn thoroughly under our perfect method. We help you sell your stories. Write for particulars. School of Short-Story Writing, 42 Page Bldg., Chicago, Ill.

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UNCLE SAM IS A LIBERAL EMPLOYER. Qualify for a Government position. We prepare you by mail for any Civil Service Examination. Write today for free Booklet 38. Capital Civil Service School, Washington, D. C.

OLD COINS WANTED

\$4.25 EACH PAID FOR FLYING EAGLE CENTS dated 1856. We pay a Cash premium on hundreds of old coins. Send ten cents at once for New Illustrated Coin Value Book. 4x7. It may mean your fortune. Clarke & Co., Coin Dealers, Box 39, Le Roy, N.Y.

BUSINESS CARDS

100 CARDS—BUSINESS, PROFESSIONAL OR Social, also imitation leather card case for 60 cents. M. F. Devaney, Printing, Engraving and Rubber Stamps, 330 Washington St., Geneva, N.Y.

BOOKS

BE AN ARTIST. MAKE MONEY DRAWING comic pictures. Let the world's famous cartoonist, Eugene Zimmerman, spill a few ideas into your head. Get the Zim book—it's chuck full of valuable suggestions. Price \$1.00, postpaid. Bound in 3-4 Mor. Satisfaction guaranteed. Money back if book returned within 10 days. Address Zim Book, Room No. 1149, Brunswick Bldg., New York.

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DECORATE YOUR HOME. USE JUDGE Art Prints. Artistic, attractive, and the same time inexpensive. Send 10c. for Judge Art Print Catalogue containing sixty-two reproductions in miniature of the Judge Art Print Series. Judge, 225 Fifth Avenue, New York.

HAVE YOU SOMETHING TO SELL? LESLIE'S Classified Column offers its advertisers an exceptional opportunity to secure big results from small investments. We will prepare your advertisement if you will give us the facts, and put your advertisement in more than 400,000 copies—all for \$1.75 a line, minimum four lines. Full information furnished on receipt of postal. Address: Classified Advertising Dept., Leslie's Weekly, 225 Fifth Ave., New York.

ESPECIALLY FOR WOMEN

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THE FINCH SCHOOL—A BOARDING AND day school for girls from sixteen to twenty years of age, corresponding to college, which develops individuality, cultivates the human interests and sympathies, and is abreast of modern thought. New fireproof ten-story building equipped with every appliance essential to safety and comfort. Basketball and tennis court. Mrs. Jessica Garretson Finch, A.B., LL.B., Principal, 61 E. 77th St., N. Y.

AGENTS: BUILD UP A REPEAT-ORDER business, selling Nail Polish. Every man and woman needs it. You soon have big paying business. Not a novelty but a necessity—the newest and best of its kind. Only one representative to a section. Write for particulars now. Pridham Mfg. Co., 404 W. Lexington St., Baltimore, Md.

LESSONS IN ELOCUTION BY A SUCCESSFUL impersonator and entertainer. Many years of experience. Negro dialect her specialty. Write for particulars. Mrs. Hardin Burnley, 422 West End Avenue, New York City.

SUMMER RESORTS, HOTELS, VACATION Outfitters and others who make a specialty of catering to the summer public will find a keen and appreciative audience in the readers of Leslie's Weekly. Over 400,000 copies each issue, and about 2,000,000 readers. Think what an audience this means. Everybody is willing to spend money for vacation time. This is your opportunity. \$1.75 a line, 10¢ discount for 6 consecutive classified advertisements. Further information gladly furnished. Classified Advertising Department, Leslie's Weekly, 225 Fifth Ave., New York.

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Leslie's Fifty Years Ago

Illustrations, News Items and Comment Printed in the Early Days of 1863

June, 1863.

Take a lock of wool from the sheep's back and place it upon an inch rule. If you can count from 30 to 33 of the spirals or folds in the space of an inch, it equals in quality the finest Electoral or Saxony wool gown. Of course when the number of spirals to the inch diminishes the quality of the wool becomes relatively inferior. Many tests have been tried but this is considered the simplest and best. Cotswold wool and some other inferior wools do not measure nine spirals to the inch. With this test every farmer has in his possession a knowledge which will enable him to form a correct judgment of the quality of all kinds of wool.

General George E. Pickett has been appointed the successor of the Confederate General, "Stonewall" Jackson.

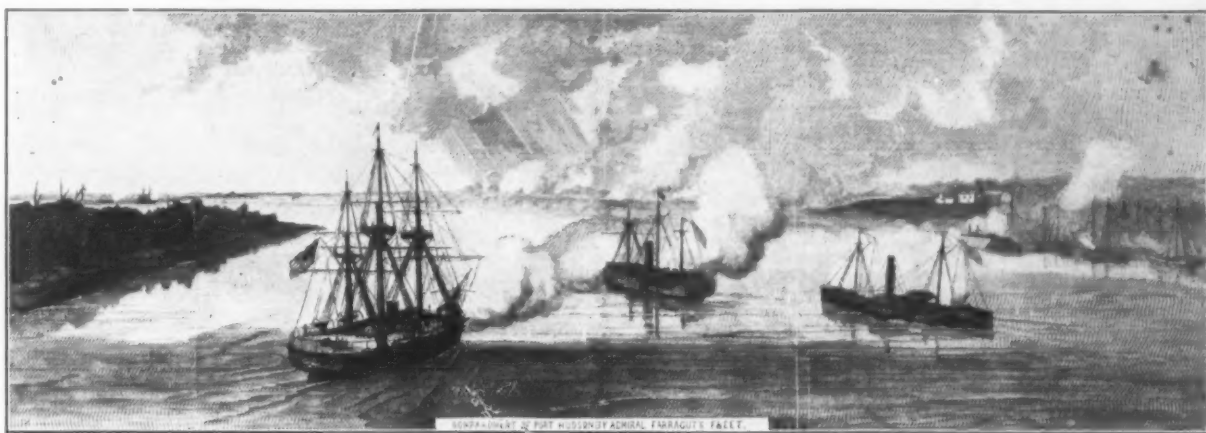
Colonel E. L. Molineaux, of the Third Senatorial Regiment (159th N. Y. Volunteers) which suffered so severely in the battle of Irish Bend, La., returned on the 20th of May. He was severely but not dangerously wounded and returned for the purpose of receiving proper medical attention.

An English paper says: "An ingenious timekeeper has been invented by a citizen of Manchester. It is a small card on the face of which hangs a weighted string. The card is so figured that by holding it in the sunshine, a bead on the string will indicate the solar time. By it the hours of sunrise and sunset may also be ascertained. It is, undoubtedly, the cheapest timepiece that ever was devised." Perhaps some of our readers can explain how this can be done.

Cyrus W. Field has placed specimens of every kind of submarine telegraphic cable now used in the world, on exhibition in the Merchants' Exchange Reading Room, 50 and 52 Pine Street, New York City.

It is the intention of Hon. Zadock Pratt, whose gallant son, General Pratt, fell in battle, to have a statue of that lamented soldier cut out of the solid rock at Prattsville. There is something sublime as well as pathetic in the patriot father thus mournfully immortalizing his patriot son.

The Tycoon of Japan has sent a coat of mail as a gift to the President. Mr. Lincoln has not yet donned the new suit, but when he does the reader can imagine "Old Abe" dressed up with an umbrella helmet, made of steel and copper, on his head, copper visor over his face, sleeves of copper chainwork on his arms, metallic breastplate and steel network leggings.



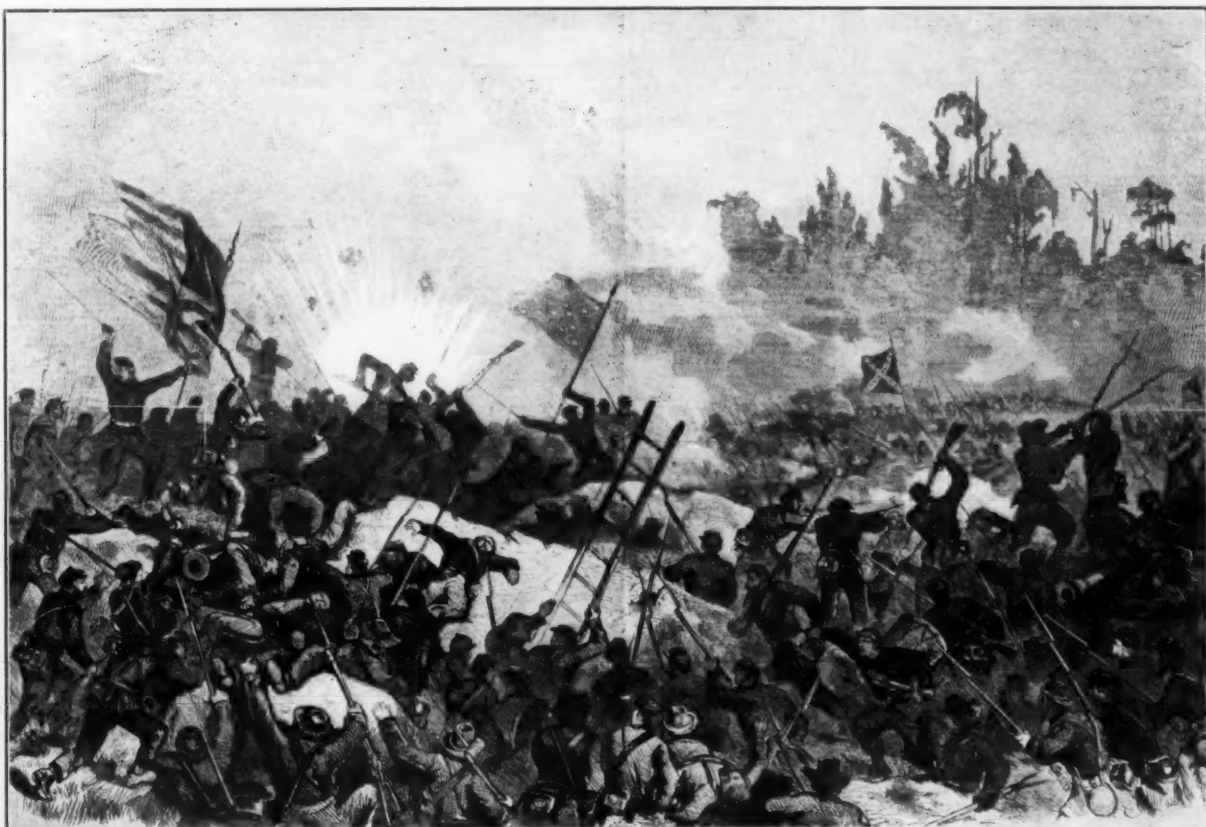
FARRAGUT HITTING PORT HUDSON HARD

One of the historical sieges of the Civil War was off the shores of Port Hudson, a small village in Louisiana about 135 miles above New Orleans, on the east bank of the Mississippi. It was a strategic position stubbornly held by the Confederates, who tried to prevent co-operation between Gen. Banks at New Orleans and Grant at Vicksburg. Two vessels of Farragut's fleet, the "Hartford" and the "Albatross," succeeded in passing the heavy Confederate batteries. This enabled them to control the mouth of the Red River and hold back any Confederate reinforcements which might again prevent Banks' army from communicating with Grant, from whom reinforcements were expected. This failing, Banks made a general attack on May 27th, but was repulsed with great slaughter. Repeated attacks were made throughout June with similar results, but on July 6th Vicksburg surrendered to Grant's stubborn siege, and on July 8th the Confederate garrison of 6,340 at Port Hudson laid down their arms. About 700 prisoners had previously been taken and about as many more were killed and wounded. The Federal losses were 4,363.



STEAMBOAT EXCURSIONS ON THE HUDSON POPULAR HALF A CENTURY AGO

A steamboat excursion up the Hudson was one of the summer delights even fifty years ago. The steamboat "Hendrick Hudson," a forerunner of its namesake of the present day, was considered "palatial," although it would fare but poorly by comparison with the latest boat to ply the waters of "the Rhine of America"—the new "Washington Irving," which accommodates 6,000 passengers.



VICKSBURG—WHICH MADE GRANT LEADER OF THE NATION'S ARMIES

Vicksburg, the capture of which wrested the control of the Mississippi from the Confederates, was one of the strategic points long besieged by the Union forces. Early in 1862 Farragut and Porter tried to take Vicksburg by a naval siege. But as the city was located high on a bluff commanding the river, it could not be reached by the Union guns; the attack was soon abandoned and Farragut retired to New Orleans. Later in the year Grant began his memorable siege, which lasted from December, 1862, to July, 1863, when Pemberton's unconditional surrender gave his antagonist the sobriquet of "Unconditional Surrender" Grant.

June, 1863.

Luncheon, says Thackeray, is base ingratitude to breakfast and premeditated insult to dinner.

The human race is divided into two classes—those who go ahead and do something, and those who sit still and inquire, "Why wasn't it done the other way?"

The laboring men of New York have \$80,000,000 invested in the savings bank of this state.

A narrow strip of land on Washington Street, Boston, containing about 500 square feet, rents for \$2,000 a year.

Miss Hosier, a young lady living a few miles beyond Suffolk, was arrested on the 25th of May, while making her way through the lines. In the handle of her parasol were diagrams and papers giving in detail the character and location of all fortifications in the vicinity, and the number of troops.

Henry Ward Beecher, the celebrated clergyman, sailed on the 30th of May for Europe. He is engaged to preach in many of the large cities of England and Scotland. He will be absent nearly a year. His parishioners continue his salary and have made up a purse to pay his travelling expenses.

A person at Toronto has constructed India rubber mail-bags with the mouth compressed by screws so that the bags are watertight and will float when full of letters, and effectually preserve their contents. It is stated that they can be made at much less cost than leather bags, and stand far more wear and tear.

A young Massachusetts soldier named Merrill, writes a Washington correspondent, had an ounce ball pass through his head during the battle of Fredericksburg. It entered near his right eye and was extracted behind his left ear. Another ball would have entered a vital part of his body had it not been arrested by a Testament, in which it lodged. When this safeguard was shown the President, he sent to the hospital a handsome pocket Bible, in which was written: "Charles W. Merrill, Co. A, 19th Massachusetts, from A. Lincoln."

The *Moniteur* says: "An international conference has just been opened in Paris for the purpose of examining a project for a telegraph line to connect Europe and America. It is proposed that the submarine cable should cross the ocean from Cape Verde Island to Brazil and thence via West India Islands to North America. The *Opinion Nationale*, Prince Napoleon's organ—says: "The realization of this undertaking is one of the greatest desiderata of civilization."



*Easy
to
Bake*

GOLD MEDAL FLOUR

Bakes all recipes
with least effort
and brings best
results.

TRY THIS FOR GINGER SNAPS

1 cup molasses	$\frac{1}{2}$ cup butter
1 teaspoon soda	1 teaspoon ginger
$\frac{1}{2}$ cup sugar	3 cups Gold Medal Flour

Mix molasses, sugar, ginger and butter, stir over the fire until the butter is melted, then stir in quickly GOLD MEDAL FLOUR in which has been sifted the pulverized soda. Knead dough until it becomes smooth and set on ice, over night if possible. Roll as thin as a paste-board and bake in a quick oven.

AT ALL GROCERS

